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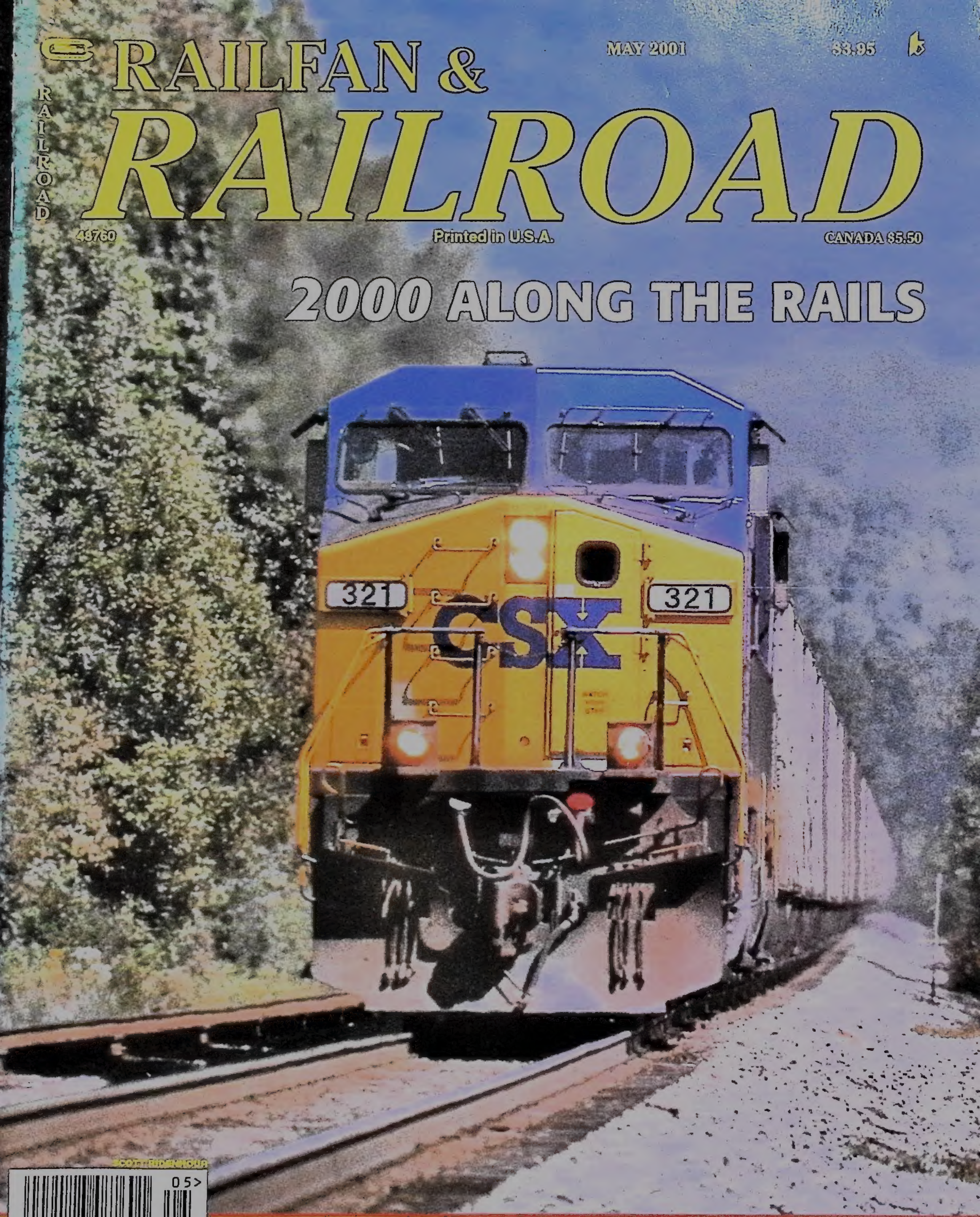

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Contents

MAY 2001 / VOLUME 20 NUMBER 5 RAILROAD / founded 1906 / volume 123 number 2

Features

6 **The First Domino?** *by Dale W. Woodland*
LTV Mining closes Hoyt Lake mine; railroad to shut down

28 **Photo Line: 2000 Along the Rails**
Our readers chronicle the year in railroading

I-IV **Index to Railfan & Railroad Volume 19: 2000**

38 **Riding the Black Hills Central** *by Jeff Terry*
"The 1880 Railroad" has been around for over 40 years

46 **O. Winston Link, 1914 — 2001** *by Mike Del Vecchio*
Remembering the master of night photography

In Focus/news-feature
10 Portuguese Alcos to be retired *by Walt Lankenau*

Departments

4 **Publisher's Desk**/commentary *by Hal Carstens*
11 **Fanmail**/letters from readers
12 **Timetable**/railfan events guide
17 **Lineside Legacy**/preservation news *by Jeff Terry*
20 **Videos**/videotape reviews
22 **Railroadiana**/product news and reviews
24 **The Engineer's Seat**/life in the cab *by Thomas D. Dressler*
26 **Railnews**/news stories and photos
48 **Book Depot**/railroad book mart
50 **On The Menu**/dining by rail *by James Porterfield*
51 **Railfun**/cartoon *by Curt Katz*
51 **Camera Bag**/guide to railfan photography *by Jim Boyd*
54 **Transit Currents**/transit news *by George M. Smerk*
56 **Museum & Tourist Line Directory**
58 **Markers**/editorial commentary
58 **Railfanning Is**/humor
61 **Advertising Index**/the railfan marketplace
62 **Final Frame**

on the cover

Coal is still king on CSX's former Clinchfield Railroad trackage, an important main line featuring heavy welded rail and deep rock ballast. AC4400CW No.321 drags a southbound unit coal train through Sevier, North Carolina on May 20, 2000. See what Scott Ridenhour and other contributors have photographed over the past year in Photo Line: 2000 Along the Rails, beginning on page 28.

Publisher's Desk

Small Railroadiana Collectibles

HERMAN WENDLER WAS AN OLD RAILFAN BUDDY and on Friday nights, we'd often visit his O scale basement railroad. Hanging from a string rigged up like a washline was his collection of railroad match books, complete with their full complement of matches. I never found out where he got them, but he worked in a commercial bank, so it's possible that he got to know railroad freight or passenger agents and was able to swag them from that source. You used to find railroad match books, which were yours for the taking, in railroad dining, smoking and lounge cars . If you needed a good cigar, dining car stewards offered you one from a wooden box emblazoned with the railroad herald, a wonderful way to polish off a good dinner as your train sped to its destination, possibly with a glass of port. Some Amtrak trains today still allow cigarette smoking in a downstairs lounge section, but it is not quite the same. My collection contains one wooden New Haven cigar box, long emptied of its original contents.

I'm also happy to have in my collection two Amtrak glass mugs, which my Superliner sleeping car attendant gave me as the *Cardinal* arrived at its destination. The *Cardinal* is a great train heading from Chicago to Washington. You'll pass the Greenbrier and the Homestead and the scenic beauty of West Virginia's New River Gorge during daylight. You do have to change trains in Washington if you're heading on to New York or other eastern points, which could give you a chance to ride the new Acela or a Metroliner. Amtrak provides other collectable amenities. There are timetables and route guides, which give you the mileage from your starting point and scenic locations to watch for. They don't give you the inside dope of where you might spot an Amtrak service facility, engine terminal or junction, but a little research before your trip will tell you that. Sleeping car passengers also get other goodies.

Railroad pins have become collectible, and you can expect to pay $2.00-$4.00 apiece. They're often available at model railroad and railroadiana shows, and some Amtrak trains carry special Amtrak pins, primarily on the west coast. Pins usually carry the railroad logo, but there are also pins for special trains. We don't have a RAILFAN & RAILROAD pin yet, but we do have one for our sister publication RAILROAD MODEL CRAFTSMAN, as well as our Carstens Publications corporate logo. We'll send you these at $3.00 each plus $1.00 shipping.

Many fans collect railroad union pins or buttons, and you'll often find them in antique shops. You'll find these for the Brotherhood of Locomotive Engineers, Brotherhood of Railroad Trainmen, and such groups as railroad porters, street car motormen and the like. Many railfan organizations have their own pins. Sometime the older pins are different from the latest versions and hence, more desirable. Pins sometimes are given when you join a group, but might also have to be special ordered. Variations might indicate honors or services once rendered by the individual. The Train Collectors Association has a pin with a tag reading Past President. The National Model Railroad Association has a Distinguished Service Award pin, as well as pins for Honorary Member, Past President and others. These variations are scarce, since few are issued.

Whenever you see something with a railroad theme, consider adding it to your collection, as long as it's not something you find on railroad property. Penn Central police, some years back, found brand new diesel builders' plates at a railroadiana meet and arrested the culprits who stole them.

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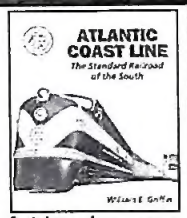

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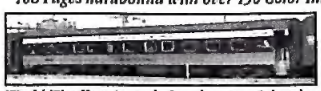

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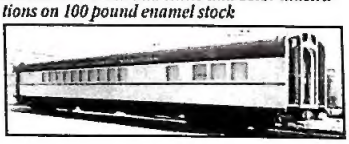

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The First Domino?

LTV closes Hoyt Lake mine; railroad to be mothballed. Will other ore roads follow?

Article and photography/Dale W. Woodland

IN THE SPRING OF 2000, I planned a trip with a friend to the Iron Range of Minnesota to photograph operations on the Duluth Missabe & Iron Range, BNSF, Cyprus North Shore Mining and LTV Steel's former Erie Mining railroad. The biggest draw, of course, was LTV Mining, as the company operated a virtual museum of diesel locomotives. In the summer of 2000, the railroad was still using solid sets of EMD F9 cab units, sometimes in four-unit combinations, on road trains between Hoyt Lakes and Taconite Harbor on the northwest shore of Lake Superior. This was the last place in North America where solid sets of F-units were used in regular service. In the mine pits, Alco and Baldwin products continued to hold down assignments long after other railroads had retired these builders' locomotives. In what was to be its final full year, the railroad operated a fleet of 42 locomotives from four builders. EMD units included three F9A's, four F9B's, two GP38s, four GP38-2s, four GP20m's (one of which, No.4206, was one of the four EMD GP20 demonstrator units of 1962) and one leased SW1200. All the EMD's but the SW1200 were used in road service. Alco units included 15 RS11m's, three C420s and one C424. The Alcos were assigned to the mine pits. The two remaining Baldwins were assigned to switching service at the mine. Finally, during the year 2000, the railroad leased three GE C30-7s for road service mixed with the F-units and other EMD's.

Before I finalized my trip itinerary, LTV Steel released an announcement on May 24, 2000, saying it would stop iron mining and pellet production at its mines north of Hoyt Lakes, Minnesota, during June 2001. The mine could no longer provide taconite pellets of competitive quality and cost. A flood of foreign steel lowered prices and demand for LTV products, and the company's need for taconite pellets. The announcement added some urgency to my plans to photograph the former Erie Mining Railroad. As a result, two days of our week-long trek to the Iron Range were devoted to photographing the LTV lines. I was happy to have witnessed the operation in what was supposed to have been its next to last summer.

In late December 2000, the company announced that the new deadline for closure would be February 24, 2001. "We had expected to operate the mine until the middle of 2001," said Richard J. Hipple, president of LTV Steel, "but the extremely difficult business conditions now facing LTV and the domestic steel industry have made this action unavoidable." Hipple said that business conditions had caused LTV Steel to reduce production and lay off about 500 people at its steel plants. One of LTV's three blast furnaces at the Cleveland Works was idled. The gravity of the situation became more apparent when LTV unexpectedly closed down the mining operation on January 4, 2001. The mining company employed about 1100 people in the last year of operation. An undetermined number would continue to be employed for the orderly shutdown of equipment and to preserve the mine for possible future use, according to Minnesota law. Sadly, when reading this announcement, I realized that I had photographed the railroad in its last summer of operation.

A Brief History

The railroad, built by the Erie Mining Company between 1954 and 1957, existed solely to carry iron ore from the eastern end of Minnesota's Iron Range to lake freighters on the northern shore of Lake Superior. The first crude ore train dumped at Taconite Harbor on August 14, 1957, while the first pellet train operated on September 7, 1957. The railroad's only link to the national rail network was a connection with the Duluth, Missabe & Iron Range Railroad near the mine at Hoyt Lakes.

LTV Steel took over the Erie Mining Company on February 20, 1987. The LTV Corporation is a manufacturing company involved in steel and metal fabrication. LTV's Integrated Steel division had been a leading producer of high quality, value-added flat rolled steel, and a major supplier to the transportation, appliance, electrical

equipment and service center industries. LTV's Metal Fabrication division consisted of LTV Copperweld, the largest producer of tubular and bimetallic products in North America, and VP Buildings, a leading producer of pre-engineered metal buildings for low-rise commercial applications.

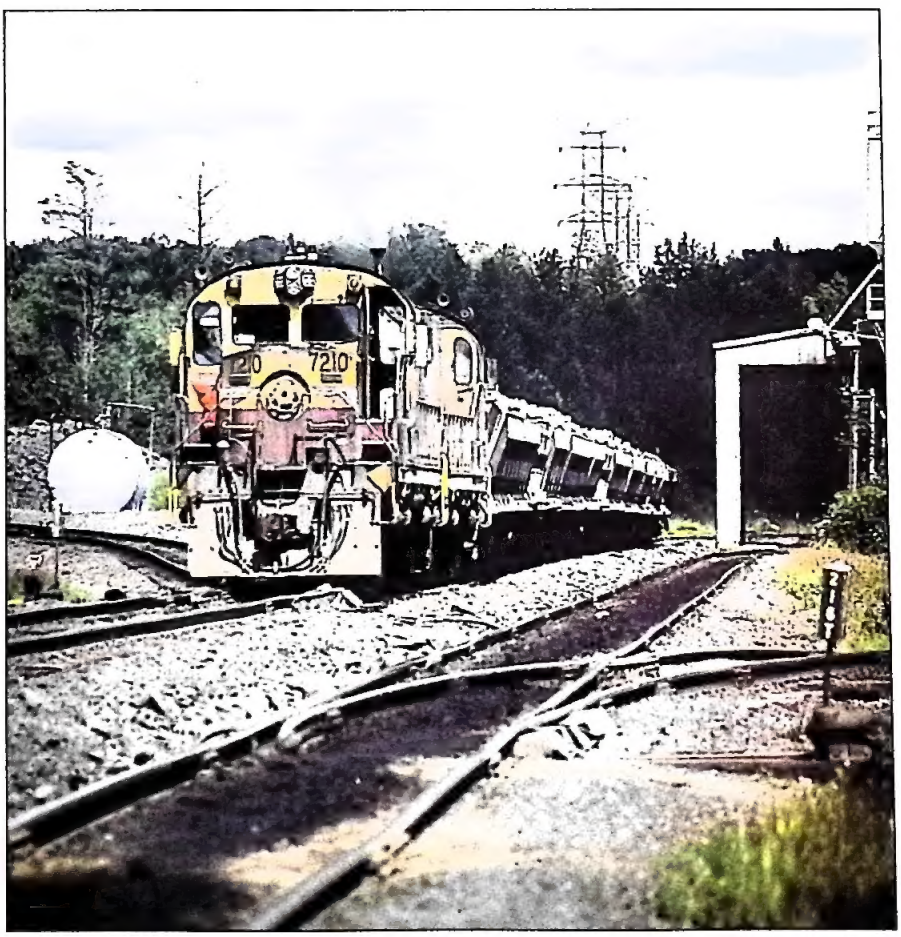
The initial locomotive roster contained locomotives from three builders. EMD delivered F9A units (Nos.100-104) and F9B units (Nos.200-205) in a blue with silver band paint scheme. Thirteen Alco RS11s (Nos.301-314) and four Baldwin S-12s (Nos.400-403) were delivered in a black and orange paint scheme. By December 1957, the RS11s were chop nosed by the railroad and given the designation RS11m. The final yellow and maroon paint scheme was first introduced on Baldwin S12 No.402 in October 1963. In 1964, Alco C424 No.500 was added to the roster, and in 1965 three Alco C420s (Nos.600-602) were purchased. Erie Mining's final new locomotives were a pair of EMD GP38s (Nos.700-701) acquired in January 1967. The fleet was renumbered in a four-digit system beginning in 1970.

In addition to its original fleet, the railroad operated second-hand locomotives from several other railroads. Four EMD GP38-2s came from the Denver & Rio Grande Western (rebuilt former GP40s), Norfolk Southern and CSX. The heritage of two of these locomotives included the Penn Central and Southern Railway. In the early 1960s, five additional Baldwin S12s came from the Monogahela (two units), Great Northern (two units) and the Danube Mining Company. Two Alco RS11s were added from Burlington Northern. Finally, four EMD GP20s from BN and Southern Pacific were purchased. LTV GP20 No.4206, ex-SP 4085, began life as EMD demonstrator 5626, one of the four GP20s that tested on many railroads during 1962, including my favorite, the Reading Company.

Four other second-hand locomotives were purchased for parts and not operated. These included GN Baldwin S12 No.26, which was scrapped in the late 1960s; UP Alco RS27 No.678, scrapped in November 1973; Aliquippa & Southern Alco RS11 No.700, scrapped in September, 1989; and BN Alco RS11 No.4185 which was scrapped in August 1999.

Relettering of the locomotives to LTV began in 1994, when the GP20s were rebuilt by the Precision National Corporation. Only eleven locomotives were relettered for LTV. In 1992, Baldwin S12 No.7243 (ex-403) was donated to the Lake Superior Museum of Transportation in Duluth, Minnesota. No.403 was the very last diesel locomotive produced by the Baldwin Locomotive Works, built in October 1956.

F9A No.4210 leads a mixture of GP20m's and GP38-2's on taconite pellet loads toward Taconite Harbor, Minnesota on July 11, 2000. The F's were LTV's preferred lead units (opposite)**. A pair of chop-nosed RS11M's on the 5 p.m. mine run hauls 18 side dump carloads of raw ore upgrade from the mine pit to the crusher at Hoyt Lakes on July 10th** (below)**.**



Operations

The LTV/Erie Mining Railroad had three distinct operations. First, the mine trains served the vast open pit mines and carried rock dug from the ground to the crusher in 85-ton capacity side dump cars. The length of the trip to the crusher from the loading sites varied from two to 20 miles. There were six loading areas. LTV assigned pairs of Alcos to this service. Most trains were powered by two RS11m's, with some trains powered by a combination of an RS11m and a C420 or C424. Train length was from six to 18 cars. The Alcos put on a good show, handling trains up to 1500 tons on grades up to two per cent. At the rear of the mine trains was a side dump car equipped with a small cab, which was used by the operator to take the empty train back to the pit, eliminating the need to run the locomotives around the train. All mine locomotives were equipped with remote control, which was especially useful as the cars were spotted for loading and dumping. Only one man was needed for the entire operation: loading, hauling and dumping. In fact, the locomotives were seldom run manually. Work at the mine continued 24 hours a day, seven days a week a week, 365 days a year. After the ore was dumped and crushed, it was carried on a conveyer to the concentrating plant.

Switching, the second type of operation at the mine, was the domain of the small fleet of Baldwins. The Baldwin S12s were used to move company cars and off-line cars around the mine, to switch locomotives or cars at the shops and to switch the road trains. The Baldwins were also operated by remote control. When an empty road train arrived at the mine, after the road power cut off the 93-car train, a single Baldwin tied on to pull the entire train through the loader. This service was a testimonial to the lugging ability of the products of Eddystone.

The third type of operation was the most scenic of the three. LTV/Erie Mining operated its "main line trains" between Hoyt Lakes and Taconite Harbor, through the Arrowhead Region of Minnesota over a line laid with 140-pound rail. Photographing the main line operations was difficult, as it passed through a very remote area. The few roads that did intersect the line were mostly gravel and did not parallel the line very well. Apex of the line was 1300 feet above sea level at the halfway point, known as Trow. Trow was the site of the longest of the three passing sidings between the mines and harbor. Road trains usually met at Trow. A scenic highlight of the line was the 1800-foot Cramer Tunnel at milepost 62, the longest railroad tunnel in the state of Minnesota. Interestingly, the tunnel was used to store the first batch of newly delivered diesels during the winter, when they arrived on the property before the railroad's completion in 1957.

Main line service was largely the domain of EMD power. Interestingly, despite the addition of the GP20s and GP38s, the F-units were always used on the point of every train. The railroad preferred Fs on the point for the excellent visibility they provided the two-

man crew. The 74-mile trip to the harbor usually took about three hours.

Taconite Harbor, located on the north shore of Lake Superior, is just south of Schroeder, Minnesota. Loaded trains carry 8000 tons of pellets in 93 cars to the lake. At the harbor, the train traverses a 1200-foot-long dock. The 25 bins at the dock have a capacity of 100,000 tons of ore. During good years, the railroad carried up to eight million tons of ore. Since the ore dock is parallel to the lake shore, the train could dump its load while moving at a speed of five to ten m.p.h.

The railroad devised a unique unloading system which uses a rubber automobile tire mounted on each side of its 400 ore cars. As the train travels across the dock, the operator activates an inverted rail, which contactes the tire on each car and opens the bottom doors. When empty, another rail on the opposite side of the car contacts the tire on that side to close the doors. Unloading is usually accomplished in about 15 minutes. The pellets are shipped in lake boats to Lorain, Ohio or East Chicago, Indiana. Empty trains complete a reverse loop to head back to Hoyt Lakes. The railroad crosses over scenic

At Taconite Harbor, a train dumps its load of pellets while moving non-stop across the ore dock (above). **LTV leased three TLLX six-motor General Electric units to supplement its own fleet in the summer of 2000. Elegantly relettered ex-BNSF C30-7 No.5025 and three GP38-2s rebuilt from GP40s follow an F9A around the loop track at Taconite Harbor on the afternoon of July 11, 2000** (below). **With the LTV locomotive fleet mothballed, more leased GE's will be used this spring to move the remaining stockpiled ore from Hoyt Lakes to Taconite Harbor as the operation winds down for good** (see RAILNEWS).

seven of 22 furnaces were running. All the ore cars were parked, and most of the mine locomotives were drained and parked. Pellet production ended before noon on January 5, 2000. The last pellet train of the shipping season was scheduled for departure at 7:00 a.m. Due to strong winds on Lake Superior which caused the laker *James R. Barker* to arrive late, the train was delayed until 3:00 p.m. Power for this last run of the season was F9A No.4214, F9B No.4224, GP38-2 No.4203, GP38-2 No.4214 and GP38-2 No.4216. It was expected that when the lake port reopens in the spring of 2001, main line runs would resume until the taconite reserves on hand are depleted. What happens after that is uncertain (See RAILNEWS, page 26).

The fate of the mine and railroad will be determined by the fate of the United States steel industry as a whole. A continued decline will affect other rail carriers in the Iron Range of Minnesota and the LTV line may not be only iron ore road to be affected. Hopefully, some day the railroad may resume operation, perhaps under a new owner. If not, at least there will be images recorded on film and video to preserve the history of an interesting ore carrier that served its owners well.

I would like to thank Doug Buell for guiding our mine tour and providing locomotive roster information.

LTV's roster included some notable diesel locomotives. GP20M No.4206 (ex-SP 4085) was built in 1962 as EMD 5626, one of four GP20 demonstrators. LTV had three other ex-BN GP20m's (top). **A distinct rarity in the 21st century, Baldwin S12 No.7245, spotted in service near the pellet stockpiles at Hoyt Lakes on July 10th, is ex-Monongahela 415, one of three Baldwin switchers purchased from the Pennsylvania coal hauler** (above). **Heading west back to Hoyt Lakes on the afternoon of July 11th is F9A 4210, rounding the curve at remote Cramer Tunnel** (below).

Minnesota Highway 61 four times on three bridges at Taconite Harbor. Empty trains climb a seven-mile, 2.2 per cent grade westbound immediately upon leaving the harbor. At the crest of the grade, the train is 900 feet above the lake.

LTV runs two to four round trips each day from the mines to the dock. When empty trains return to Hoyt Lakes, the road power is cut off and wyed to keep the F-unit on the point. Main line trains do not usually operate from January to March, since the lake is frozen then and the ore boats cannot operate.

Cabooses were used on the main line until they were replaced by FREDs in 1983. The ranks of the F-units were thinned drastcially after a train descending the grade to Taconite Harbor ran away on January 13, 1997. F9A No.4212, F9B No.4220, F9B No.4221, and F9A No.4212 and 93 cars were wrecked. The locomotives were scrapped in May 1997.

The End?

The final trainload of taconite ore of the season was dumped around noon on January 4, 2001, after a delay of a couple of hours waiting for management to arrive to have their pictures taken. Over half the concentrator had been shut down, and only

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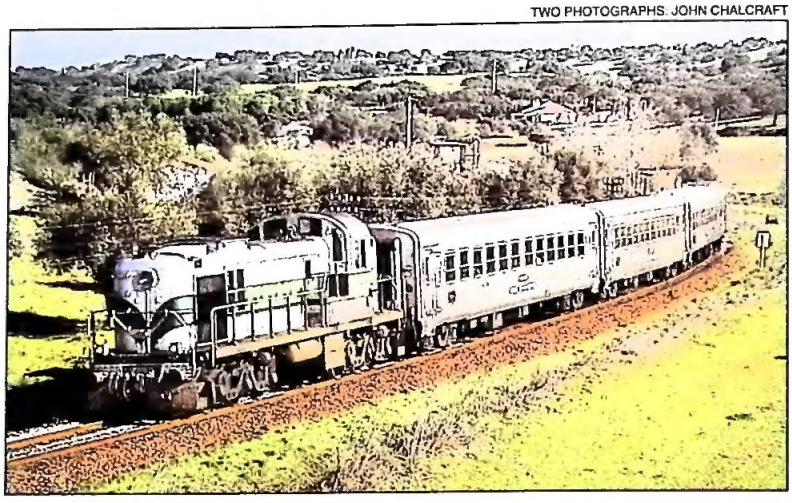
TWO PHOTOGRAPHS: JOHN CHALCRAFT

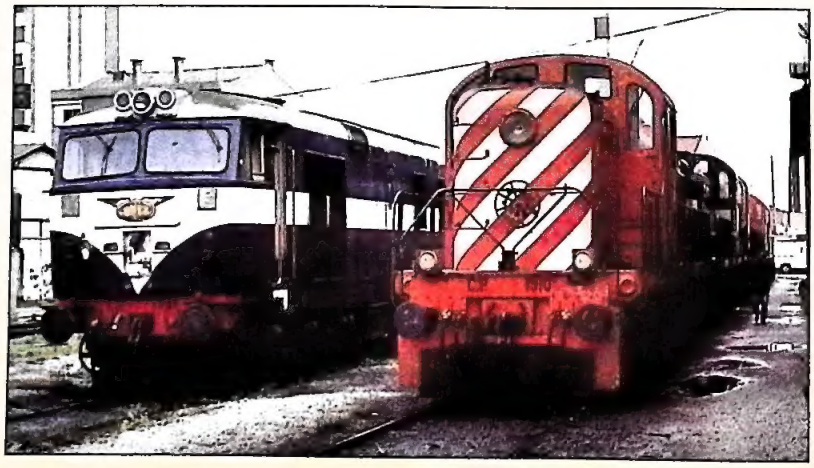


CP RSC2 No.1501 *(No.75872, Schenectady 1948) leaves Funcheira with the 8:53 a.m. Barriero (Lisbon)-Vila Real (Algarve) commuter train on January 30, 2001.*

Portuguese Alcos to be retired

REAL, LIVE, AMERICAN-STYLE diesels, and *Alcos*, no less — running in Europe? In 2001? There are many Alcos in Europe, but just a few were built to American designs: two ex-TRRA RS2s in Spain (retired), and twelve 5'-6" gauge RSC2s (1501-1512) built for CP (Companha dos Caminhos de Ferro de Portugueses) in 1948, plus five RSC3s (1521-1525) delivered to CP in 1951. The units had been rebuilt by CP with new MLW 251C engines at Barriero Shops in the early 1970s, and were to have been retired by the end of 2000. The last two units, Nos.1501 and 1510, ran well into 2001 and are slated for retirement in May. CP's oldest main line power at age 53, Nos.1501 and 1510 run on CP's Southern Region, most often on the Barriero (Lisbon)-Funchiera commuter trains, with occasional freight duties. The Portuguese Traction Group in England (011-44-870-746-9028, or *www.ptg.org.uk/*) plans farewell tours to see and ride behind the units on March 31st and April 2nd. No.1501 and RSC3 No.1525 will be preserved at the Portuguese Railway Museum, while No.1510's disposition is unknown. — *W.C.L.*, with information from JOHN CHALCRAFT, KEN ARDINGER and JIM WARSHER.

Looking a lot like a CP Rail RS2 *in its orange paint, Portuguese Railway RSC2 No.1510 (No.75881, Schenectady 1948) stands at the head of a line of stored RSC2s and RSC3s at the Barriero depot in Lisbon on January 26, 2001. No.1510 had just cut off the 6:05 a.m. commuter train from Funchiera. Standing alongside is an English Electric 1801 class which will join RSC2 No.1501 in the Portuguese Railway Museum.*



Fanmail

Letters from readers

Canfor's power

Canfor's Englewood Logging, profiled in the March 2001 R&R, is a unique operation in this day and age. I live in Campbell River, British Columbia, where many logging railroads used rail to haul wood to the water. I am too young to have seen them, so it is still nice that the Canfor operation is left to enjoy.

There are some errors in the story I would like to correct. I am very familiar with Canfor's units, as I work for Finning International, the Cat dealer for British Columbia and Alberta, and I have been the person who has done all three repowers. I never thought I'd be working on locomotives when I hired on with this company 18 years ago. The first repowering, done to locomotive No.304, started December 16, 1996, and was completed in September 1997. No.301 was done over a four-and-one-half month period in 1998. Starting just before Christmas 2000, No.302 was stripped down and, as of this writing, the frame and electrical cabinet modifications are complete and assembly has started. This unit should be on the road again in April 2001. These units get Cat 3512 1500 h.p. engines complete with new generators, switch gear and wiring, and the control stand is replaced with a more modern design. The Cat engine doesn't have the ability to drive off the crankshaft like the EMD engine, so other equipment such as air compressor, traction motor cooling fans and engine cooling fan have to be driven with electric motors. This is the reason the engine cooling fan has been moved to the top, as the motor for the air compressor occupies the the area where the fan pedestal was. The first unit took longer than scheduled because we had to engineer a lot of this as we went.

Other comments — RTC stands for Rail Traffic Controller. I have listened to rail radio a lot and have yet to hear "eh" as it has been mentioned in the story. The highway north from Campbell River has been paved to Kelsey Bay since at least 1969. There was a ferry from Kelsey Bay to Beaver Cove before the highway to the north Island was complete. There are two ferries not mentioned that would be good choices for anyone coming from the south. B.C. Ferries has a ferry from Tsawwassen to Victoria, which is a scenic route through Active Pass. Victoria is a small city that has many tourist attractions. There is also a ferry from Tsawwassen to Duke Point just south of Nanaimo. This is a little quicker for those who have a tight schedule.

Tony Van Bergen
Campbell River, B.C.

Southside Speedway map notes

Here are a few minor corrections for the map accompanying my article "Southside Speedway" in the February 2001 R&R. The point labeled "Byrd Street Station" is actually the site of the original pre-Civil War Richmond, Fredericksburg & Potomac depot. Byrd Street Station was actually at the location where former RF&P and Atlantic Coast Line tracks meet in downtown Richmond, where the dashed blue and purple lines on the map come together. The point labeled "Waltham" is actually "Walthall." Finally, on the Richmond-Petersburg inset North Collier, Collier Yard and South Collier are labeled "North Petersburg," "Petersburg Yard" and "South Petersburg" respectively, though the main map shows them correctly.

Kurt Reisweber
Williamsburg, Virginia

Fan of Heritage I

I enjoyed Bruce Kelly's article on the BNSF Heritage I paint scheme in the March 2001 R&R, and I agree with his assessment that this scheme is far more attractive and effective than the Heritage II scheme. One detail of the unpleasant Heritage II scheme irks me to no end — the continuation of only the top portion of the lower side stripes to the front hood, with black and orange under the front stripe almost as an afterthought. On the other hand, Heritage I has no design flaws, and it looks good on every locomotive model to which it has been applied.

Regarding Bruce's comment about BNSF no longer painting units in the Santa Fe warbonnet scheme, I recall reading a few years back that BNSF was continuing this scheme only until they ran out of red and silver paint.

Nick DeBenedetto
Encino, California

Railroads around Clearfield

While visiting with Todd Hunter (marketing manager for the group of eight short lines operated by Dick Robey and headquartered at the North Shore Railroad's offices in Northumberland, Pennsylvania), we agreed that James A. Bacon's article on R.J. Corman's Clearfield lines was very well written (R&R March 2001). But Todd pointed out a couple of errors in the map on page 48. The former New York Central line from Williamsport west through Jersey Shore to Avis is still in place and very active, being operated by North Shore affiliate Lycoming Valley Railroad. Also, another short portion of the Beech Grove Railroad has been reactivated by the Nittany & Bald Eagle Railroad, another affiliate, near Lock Haven; it's just a three-mile stub from Mill Hall up to Castanea on the south side of Eagle Creek.

Ralph V. Balfoort
Marketing Analyst
Canadian Pacific Railway
Clifton Park, New York

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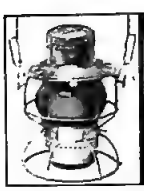
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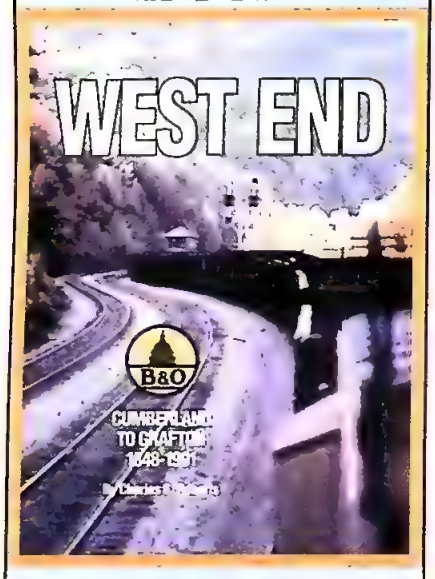

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Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

BOSTON, MASSACHUSETTS, April 6-8. Cherry Blossom Special to Washington, D.C., via Amtrak's *Twilight Shoreliner.* Trip departs South Station, Back Bay Station, Route 128 and Providence. Complete package includes lodging, meals and transportation in Washington. Fares start at $300 double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

CAMAK, GEORGIA, April 7. Railroad Days in downtown Camak, I-20 Exit 165, featuring railroad exhibits and displays, arts & crafts, live music, children's train ride, more. Free admission. For information contact City of Camak City Hall, P.O. Box 24, Camak, GA 30807; 706/465-2332.

ROBERTSDALE, PENNSYLVANIA, April 7-8. Fifth Annual Early Bird Exploration of the East Broad Top with the Friends of the EBT. Saturday visit Robertsdale, Cooks, Rocky Ridge, Wrays Hill and Sideling Hill, Sunday covers Saltillo to Mount Union and branch lines, EBT slides and movies Saturday night. Pre-registration $20, on-site registration $25. Mail payment to FEBT Early Bird Exploration, c/o Chris Coleman, 114 East Oakland Avenue, Columbus, OH 43201-1279. For information call 614/267-6397 (evenings) or e-mail *colemanc@infinet.com.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwr.com*) will hold the following special events. Fares for all trips (uexcept mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information.

April 7, 8, 13 and 14, Easter Bunny Express departs 11:30am, 1pm, 2:30pm and 4pm.
May 19-20, Great Train Robbery.
June 17, Father's Day, fathers ride free with paid child.
July 20, Mixed freight (see separate listing).
September 15-16, Great Train Robbery.
October 27-28, Halloween Special.

WHIPPANY, NEW JERSEY, April 7, 8 and 14. The Easter Bunny Express will operate at the Whippany Railway Museum for a 45-minute ride on the Morristown & Erie. Departures on the hour from 1pm-4pm. Fare $8 adults, $5 kids under 12, babes-in-arms free. Mail order reservations strongly recommended. Send check or money order to Whippany Railway Museum, P.o. Box 16, Whippany, NJ 07981-0016. Information at 973/887-8177 or at *www.WhippanyRailwayMuseum.org.*

DILLSBORO, NORTH CAROLINA, April 8. Photo special covering the entire Great Smoky Mountains Railroad with steam engine 1702 sponsored by the Yadkin Valley Chapter NRHS. Fare $85 adults, $45 kids, extra fare options available. For information contact the GSMR at 800/872-4681.

BOSTON, MASSACHUSETTS, April 13-22. Lone Star Special from South Station, Worcester and Springfield to Austin and San Antonio via Amtrak's *Lake Shore Limited* and *Texas Eagle.* All inclusive fares with coach class start at $1300 per person double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

REMOTE CANADIAN RAIL ADVENTURE sponsored by the Pacific Locomotive Association and the Pacific Coast Chapter R&LHS will operate from Winnipeg with an air connection from San Francisco on April 14-23. Travel to Churchill, The Pas, Lynn Lake, Sherritt Junction, Flin Flon, Vermillion, Edmonton, Grande Centre, Calgary and Saskatoon. Consist will include vintage Via diesels, Manor-series sleeping cars and a Park-series observation car. Travel over numerous freight-only lines in Alberta, Saskatchewan and Manitoba. Fares start at $3350 per person which includes air fare, two hotels, meals on the train, more (no-air option available). For more information contact Arthur Lloyd, 20 Arapahoe Court, Portola Valley, CA 94028; 650/851-0998.

VANCOUVER, WASHINGTON, April 20-23. Spokane, Portland & Seattle 4-8-4 700 will power a four-day Homecoming Excursion to Spokane with an overnight stop at Pasco each way. One-day segments available. Nightly activities available during evening layovers. Ticket prices start at $499 for the round trip or $139 for a one-day segment. For complete information write to Homecoming Excursion, P.O. Box 6212, Aloha, OR 97007-0212 or visit *www.sps700.org.*

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TRAINS UNLIMITED TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*) will sponsor the following events. Call or write for complete details.

April 21, San Diego & Arizona Eastern railfan trip with Black Widow GP9 and SP 4-6-0 *(see separate listing).*

May 19-June 1, Great Canadian Rail Adventure from Vancouver to Jasper and Banff, Canboo Steam Special, more *(see separate listing).*

May 26-28, Canboo Steam Special with CPR 2-8-0 3716 from North Vancouver to Kelly Lake, B.C. *(see separate listing).*

September 7-19, Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage, plus the Fall Northern Wilderness and White Pass Steam Spectacular listed below

September 10-18, Fall Northern Wilderness RDC trip over BC Rail from Vancouver.

September 15-18, White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists.

September 22-29, New England Fall Colors Rail Adventure in Massachusetts and New Hampshire with eight train rides.

September 27-28, Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic

October 6-8, Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern from Waukesha to Prairie du Chien with E-units and dome cars.

CAMPO, CALIFORNIA, April 21. San Diego & Arizona Eastern Railfan Day featuring SP 4-6-0 2353 and a GP9 in Black Widow paint on passenger and freight trains. Trains operate from Tijuana to Tecate in Mexico, then return to Miller Creek and Campo in California. Plenty of photo runbys. Prices start at $208. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

CHAMPAIGN, ILLINOIS, April 28. Annual meeting of the Illinois Traction Society at the Chancellor Hotel starting at 9am. Events include a swap meet, dealers, clinics, model contest, self-guided tours and dinner. For information and dinner reservations contact Dale Jenkins, 264 Victoria Lane, Decatur, IL 62623; 217/423-4877.

SPENCER, NORTH CAROLINA, April 28-29. 14th Annual Rail Days at the North Carolina Transportation Museum. Passenger and caboose train rides, music, railroad slide show (Fnday), dinner on the diner, more. For information contact NCTM, 411 South Salisbury Avenue, P.O. Box 165, Spencer, NC 28159; 704/636-2889; *nctrans.org.*

STEAMTOWN NATIONAL HISTORIC SITE in Scranton, Pa., will hold the following special events. For more details call the park at 888/693-9391.

April 23-29, special exhibits, demonstrations and interpretive programs for National Park Week.

May 18-28, Memorial Day/Armed Forces Week celebration *(see separate listing).*

September 1-3, Rail Expo 2001 with visiting rail equipment.

CHICAGO, ILLINOIS, May 4-7. AAPRCO Spring Fling trip through the midwest aboard the Dover Harbor. Overnight stops in Hannibal, Mo., Excelsior Springs, Mo., and St. Paul, Minn. Passengers may also ride from Washington, D.C. to Chicago and return before and after the AAPRCO trip. Proces start at $2649 for a complete package from Washington or $2149 from Chicago. Single-day and other short segments available, write for details. For information contact the Washington, D.C. Chapter NRHS, c/o Pat Clark, Reservations Agent, 9136 Windemere Way, Jessup, MD 20794-9524.

MIDDLETOWN, PENNSYLVANIA, May 5. Middletown & Hummelstown Railfan's Day featuring a passenger train covering the entire M&H main line and a special photo freight with Alco T6 1016 over a portion of the line. Numerous photo stops and runbys, plus a night photo session. Activities begin in Middletown at 9am. Fare $32 includes coach seat, box lunch and night photo session. Tickets from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066; Visa/MC can order directly from the railroad at 717/944-4435 ext. 0; information from 908/233-3606; *www.jcrhs.org.*

CAPE MAY COURT HOUSE, NEW JERSEY, May 12. Railfan Day on Cape May Seashore Lines featuring two ex-PRSL RDC's on ex-PRSL trackage. Two round trips to Cape May with plenty of photo stops, night photo session. Trip departs 10am. Tickets $30 (includes both round trips and night session) from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 (9am-5pm); e-mail *steve@daylightimages.com;* Visa/MC accepted on-line at *www.daylightimages.com/capemay.html.*

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.

May 12, round-trip excursion from Orrville to Pittsburgh *(see separate listing).*

June 9, round-trip excursion from Orrville to Spencer, Ohio (two departures).

June 9-10, Depot Days at the Orrville depot.

August 4-5, Overnight excursion from Orrville to Pittsburgh for the Three Rivers Boat Regatta and fireworks.

August 25, excursion to the Lorain County Fair from Canton and Orrville.

October 13, loop excursion from Orrville to Medina, Ohio, out via Canton and Akron, return via Spencer.

ORRVILLE, OHIO, May 12. All-day excursion to Pittsburgh

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RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

May 15-28, Blue Ridge Rail Circle with Amtrak, Great Smokey Mountains Railroad, Dollywood, Tweetsie, Cass Scenic, Durbin & Greenbrier, more.

July 8-23, Maine and the Maritimes featuring Amtrak's *Downeaster* to Portland, Narrow Gauge Museum, Boothbay museum, Belfast & Moosehead Lake, Via's *Bras d'Or* and *Ocean Limited.*

August 16-20, Amish Rails featuring Strasburg Rail Road, Black River & Western, museums and more.

August 20-30, Keystone Historical Rail Tour featuring New Hope & Ivyland, Wanamaker, Kempton & Southern, Gettysburg, East Broad Top, Horseshoe Curve and more.

August 22-September 3, Wilderness Trains of the Great Lakes featuring Amtrak's *Empire Builder,* North SHore Scenic, *Minnestota Zephyr,* Algoma Central to Hearst, South Simcoe Railway and more.

September 3-14, Alaska Cruise/Rail Tour featuring White Pass & Yukon, Alaska Railroad, more.

September 20-23, Smithsonian Streamliner Weekend to Chicago on the *Capitol Limited* and *Cardinal* from Washington.

October 3-14, Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter.*

October 6-13, Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal.*

October 6-13, Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.

October 13-18, Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation Museum and French Lick, West Baden & Southern.

October 18-30, Ozark Autumn Tour featuring St. Louis light rail, St. Louis, Iron Mountain & Southern, Amtrak's *Ann Rutledge* and *Heartland Flyer,* Branson Scenic, Silver Dollar City, Eureka Springs & North Arkansas, Arkansas & Missouri, National Museum of Transportation and more.

Rail Travel Center also books the Montana Rockies Daylight, Royal Canadian Pacific and other luxury rail tours. Write or phone for information.

SCRANTON, PENNSYLVANIA, May 18-28. Memorial Day/ Armed Forces Week at Steamtown National Historic Site. Activities include steam-powered troop train to Tobyhanna on May 19 ($20/$10 kids under 12; reservations by May 15 recommended), armed forces open house at Tobyhanna Army Depot, night photo session featuring DL&W 426 and steam on May 19 ($15), World War II vehicles on flat cars, WWII and Civil War encampments, Civil War railroading exhibit, more. For more information or Tobyhanna trip/night photo reservations contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 888/693-9391 ext 5206; *www.nps.gov/stea.*

WILMINGTON, DELAWARE, May 19. Grand Reopening Celebration of the Wilmington & Western. Opening ceremonies at 11am, all-reserved steam train to Hockessin departs Greenbank at 12:30pm, diesel train to Mount Cuba picnic grove departs at 1pm, free shuttle service for walking tours of Brandywine Springs Park with PRR doodlebug 4662 begins at 1:15pm, steam train to Mount Cuba departs at 3:30pm. For ticket information contact the Wilmington & Western Railroad, P.O Box 5787, Wilmington, DE 19808; 302/998-1930; *schedule@wwrr.com; www.wwrr.com.*

WEST CHESTER, PENNSYLVANIA, May 19-20. Railfan Extravaganza sponsored by the West Chester Railroad and the Lancaster and Philadelphia Chapters NRHS. Open house and night photo session 7pm Saturday night at the West Chester yard. Sunday excursion to Philadelphia's 30th Street Station with Reading FP7 diesels, departing 9am. Tickets $40 coach, $50 dining car by reservation only from West Chester Railroad Heritage Association, P.O. Box 355, Yorklyn, DE 19736; 610/430-2233; *http://westchester.net.*

GREAT CANADIAN RAIL ADVENTURE will operate May 19-June 1, featuring rides on Amtrak's Talgo train, Via's *Canadian* and the *Rocky Mountaineer,* plus a trip on Vancouver Island and steam on BC Rail. Prices start at $2795. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NORTH VANCOUVER, BRITISH COLUMBIA, May 26-28. Cariboo Steam Special on BC Rail with 2-8-0 3716 operating to Kelly Lake. Trip covers 193 miles each way. Photo runbys will be held each day. Prices start at $358 ($448 Canadian). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

SOUTHERN PACIFIC 4449 has *tentative* trips planned for 2001. Visit *www.4449.com* for updates.

May 26-27, *tentative* two-day circle trip from Portland, Ore., to Yakima via Columbia River and Stampede Pass.

June 2-3, *tentative* one-day trips to Wishram, Wash.

WORCESTER, MASSACHUSETTS, June 2. Maritime Limited excursion train to the U.S. Navy Submarine Museum at Groton, Conn., via the Providence & Worcester. Trip departs 10am, returns 4pm, optional bus connection from the Boston area. Fare $35 per person. For more complete information contact

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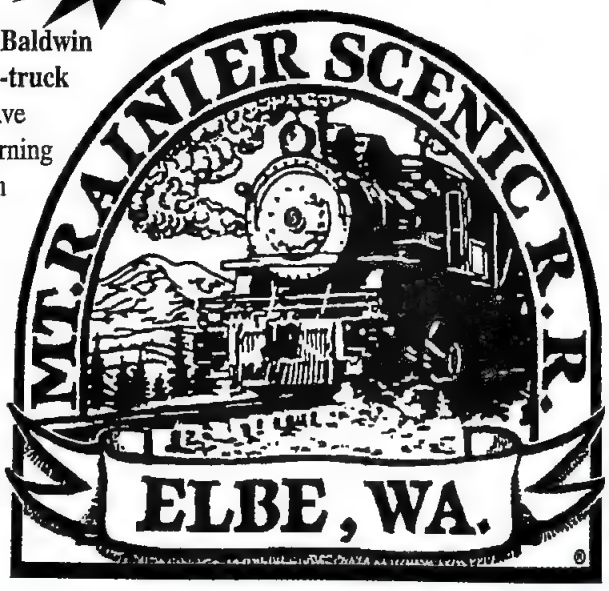

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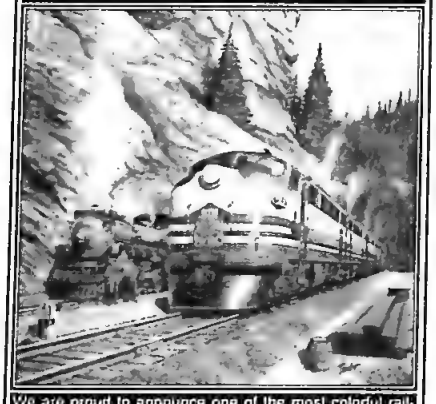

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FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.

June 2-3, Pennsy Days with special lectures, demonstrations, tours of PRR equipment, noted artists and authors selling works, more.
July 6-7, Reading Days with special presentations, model railroad, tours of Reading equipment, more.
August 16-19, Railroad Circus Days with model circus trains, equipemt and performances displayed by the Circus Model Builders International.
October 12, 13, 19, 20, 26, 27, Tricks, Trains & Treats with ghostly tales at the museum and a ride on the Strasburg Rail Road. Tickets $15.95, $9.95 kids 3-11.

DELTA, PENNSYLVANIA, June 3-24 (Sundays only). 25th anniversary presentation of the Ma & Pa Railroad Month at the Old Line Museum, 602 Main Street, 1:30-5pm. Memorabilia, photos, scale drawings, and models of Maryland & Pennsylvania locomotives, rolling stock and buildings, plus discussions and guest speakers. No admission, but donations appreciated. For more information contact J.E. Murphy, Box 9706, Baldwin, MD 21013; 410/592-7491.

MENDOTA, ILLINOIS, June 16-17. Third annual Mendota Railroad Crossing Days at the Union Depot Railroad Museum and the Hume-Carnegie Museum with a Gandy Dancer's Express, railroad swap booths and craft show, tours of steam locomotive No.4978 and other equipment and more. For more information contact the Mendota Museum & Historical Society, P.O. Box 433, Mendota, IL 61342-0433; 815/539-3373; *www.mendotamuseums.org.*

ST. LOUIS, MISSOURI, June 18-23. Convention of the National Railway Historical Society celebrating the 150th anniversary of the first rails laid west of the Mississippi. For more information write to St. Louis Chapter NRHS, PMB 271, 2129 Barrett Station Road, St. Louis, MO 63131-1638 or visit *www.stlouisnrhs.org/nrhs2001/home.htm.* Tentative line-up includes:

June 19, excursion to Gorham, Ill., with Union Pacific 3985.
June 20, National Museum of Transportation and Wabash, Frisco & Pacific live steam railroad; MetroLink light rail tour.
June 21, excursion to Hannibal/Quincy, Mo., with Frisco 1522; RAILFAN & RAILROAD night photo session.
June 22, seminars and banquet.
June 23, excursion to Newburg, Mo., with Frisco 1522.

DALLAS/FORT WORTH, TEXAS, June 7-10. NMRA Lone Star Region 50th Anniversary Convention will feature tours of BNSF headquarters and the Dallas Area Rapid Transit shops and facilitiers, in addition to model railroad events. Advance registration $75. For more information contact Stan Pirzchalski, 4832 Lakeside Drive, Colleyville, TX 76034; 817/540-2350; *karstanpir@home.com.*

WHIPPANY, NEW JERSEY, June 17. Father's Day at the Whippany Railway Museum featuring hand car demonstrations, an operating demonstration of 1918-vintage Morristown & Erie railbus No.10, and a large G-scale layout with *Thomas the Tank Engine.* Admission $1, kids under 12 $.50. For more information call the museum at 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

KENTVILLE, NOVA SCOTIA, June 22-24. The 2001 Maritime Federation of Model Railroaders Convention will feature a 2-3 hour ride on the Windsor & Hantsport's *Evangeline Express.* For more information call Ric Hamilton at 902/538-7783 or visit *http://mfmr.homestead.com.*

EAST HAVEN, CONNECTICUT, June 23-24. Trolley Pageant at the Shore Line Trolley Museum, showcasing subway and elevated cars 100 years old or more with exhibits, demonstrations and photo opportunities, plus a parade of cars representing the trolley era. Admission $6, $5 seniors, $3 kids 2-15, includes unlimited trolley rides and all demonstrations and exhibits. For more information call the museum at 203/467-6927 or visit *www.bera.org.*

BOSTON, MASSACHUSETTS, June 29-July 15. Oregon Trail & Reno Too trip via Amtrak's *Lake Shore Limited* and western Amtrak trains. Trip goes to Oregon, then on to Reno via Donner Pass. All-inclusive fares with coach class start at $1700 per person double occupancy. For complete information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

FELTON, CALIFORNIA, July 3-31 (Tuesdays only). Tiny Train Tuesdays at the Roaring Camp Railroads featuring the Kahuku, an 1890 Baldwin 0-4-2T. Ride the Kahuku free with any same-day regular Roaring Camps ticket. For information call 831/335-4484 or visit *www.roaringcamp.com.*

FELTON, CALIFORNIA, July 7. Steam Festival at the Roaring Camp Railroads with historic gas and steam-powered engines and a steam-powered sawmill, plus steam trains. For information call 831/335-4484 or visit *www.roaringcamp.com.*

GREAT CIRCUS TRAIN will make its annual trip from Baraboo to Milwaukee, Wisc., on July 7-9, with the Great Circus Parade in Milwaukee on July 15. The train will visit many Wisconsin towns along the way including Madison, Neenah and Stevens Point. For more information visit *www.circusparade.com.*

RINGOES, NEW JERSEY, July 20. Mixed freight on the Black River & Wester depart[illegible] fashion time depends on freight switching, lunch is available. Advance sales only, fare $25 from Black River & Western Railroad, P.O. Box 326, Ringoes, NJ 08551, attn. Elizabeth Griswold.

CINCINNATI, OHIO, August 4. *Summerail at CUT* sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. A full day of activities featuring multi-media slide presentations, railroad show & sale and a visit to Cincinnati Union Terminal's Tower A. Scheduled presenters include Joe Blancke, Dale Brown, Brian Carleson, Mark Demaline, Ron Flanary, Steve Forrest, Terry LaFrance, Dennis Nehrenz, Mark Perri, Jerry Peyfer, Ron Spiga, Lance Wales and Gib Yungblut. Tickets sold in advance for $12 or on day of show if available. Make checks payable to Miami Valley Railfans and mail to Summerail 2001, Aubrey Flock, 4103 Elliot Avenue, Dayton, OH 45410.

ELY, NEVADA, August 24-27. Photo workshop at the Nevada Northern's facilities with complete access and photographic freedom from dawn to dusk each day. Optional steam and diesel trips available. Photographer Stanley W. Trzoniec will host the workshop. For more information contact Classic PhotoWorkshops, 58 West Main Street, Northboro, MA 01532; 508/393-3800; *fotoclass@aol.com.*

FELTON, CALIFORNIA, September 1-3. Summer Sampler at the Roaring Camp Railroads with a sampling of the best historic reenactments including train robberies, tapper and trader encampment, operating steam saw mill, historic rail equipment, handcar rides and more. For more information phone 831/335-4484 or visit *www.roaringcamp.com.*

GREEN BAY, WISCONSIN, September 1-7. Amtrak group tour aboard the Empire Builder to the Izaak Walton Inn at Essex, Mont., hosted by the National Railroad Museum. Trip includes two nights sleeping accomodations on Amtrak and four nights at Essex. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54303-4832; 920/437-7623; *tstennant@nationalrrmuseum.org.*

INTERNATIONAL TOURS

ASCUTNEY TRAVEL (46 Tremont Square, Claremont, NH 03743; 800-TRAINS-4) will be sponsoring overseas rail tours to Spain, Sardinia, Siberia, Switzerland, Slovenia, South Africa, Cambodia, Myanmar, Peru, Australia, Hungary, Turkey, Jordan and more with an emphasis on steam. Call or write ofr details.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

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Mexico, March 31-April 8, chartered diesel train on FerroMex looping Mexico.
Chile, June 16-24, visiting nine railroads plus six chartered diesel and electric trains.
Peru, August 5-18, with 12 charter trains on 7 lines powered by steam, diesel and electric.
Mexico, December 3-9, chartered diesel train to the Copper Canyon.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following foreign trips. Call or write for full details.

England, June 7-21, Great Little Trains of Wales.
Eastern Europe, June 22-July 6, with Harz Mountain and Dresden narrow gauge, German ICE, private main line steam charter to the Danube Bend, more.
Austria, July 4-16, with narrow gauge, steam and cog railways.
Switzerland, August 28-September 11, with steam cog railways, narrow gauge "Golden Pass" railway, Swiss main lines, miniature steam, more.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

April 21-22, Fort Wayne, Ind., Allen County War Memorial Coliseum.
April 28-29, Niles, Ohio, Eastwood Expo Center.

COLUMBUS, OHIO, April 21. Buckeye Railroadiana & Model Train Show sponsored by Golden Spike Enterprises, Inc., at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914; *nfon02@aol.com.*

LIVINGSTON, MONTANA, April 21. Livingston Railroad Show & Swap Meet sponsored by the Livingston Model Railroaders, Inc., and the Livingston Depot Center at the Depot Center, 200 West Park Street, 10am-4pm. Admission $1, kids under 10 free. For information visit *www.hackitup.Railfan.net.*

APOPKA, FLORIDA, April 21. Central Florida Chapter NRHS Railroadiana & Model Train Show & Sale at Lakeville Elementary School, Lakeville Road, 10am-2pm. Donation $3. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

BUCYRUS, OHIO, April 22. Bucyrus Model Railroad Association Tran Show & Swap Meet at the Crawford County Fairgrounds, Whetstone Street, 10am-4pm. Admission $2, kids 12 and under free. Information: Bucyrus Model Railroad Assoc., David E. Moore, President, 1010 Bucyrus Road, Galion, OH 44833; 419/462-5035.

Lineside Legacy

Preservation and restoration news

by JEFF TERRY

The Museum of Transportation

PHOTOGRAPHS PROVIDED BY MUSEUM OF TRANSPORTATION

GULF, MOBILE & OHIO OBSERVATION CAR 5998 *was built in 1935 for Baltimore & Ohio's Royal Blue. It later went to the Chicago & Alton, ending its career on Gulf, Mobile & Ohio's Abraham Lincoln. The car has been overhauled inside and out by museum staff and volunteers.*

FANS VISITING ST. LOUIS this summer for the 2001 NRHS Convention will want to visit the Museum of Transportation at Kirkwood, Missouri. The museum turns 57 this year and has one of the most diverse collections of vintage steam and diesel locomotives in the country. Over the past decade, the staff and volunteers have performed extensive cosmetic repairs to many of the exhibits. As a result, most of MOT's locomotives and cars look better than they have in 50 years. The following is a sampling of their most recent accomplishments:

GM&O Observation No.5998

This is very likely the oldest surviving streamlined lightweight passenger car from a train made up of individual cars (other surviving streamlined trains, such as the *Pioneer Zephyr* and *Flying Yankee* are older, but the articulated cars share common trucks). For the past two years the MOT has been restoring No.5998, which was built in 1935 for the B&O's *Royal Blue* and later brought up the rear of Gulf, Mobile & Ohio's *Abraham Lincoln* on its run between Chicago and St. Louis. After retirement the car was sold to an individual from whom the museum acquired it a few years ago. It has recently been returned to the paint scheme it wore after the GM&O acquired the Chicago & Alton in '47. Today the GM&O observation is displayed under cover inside the 76,000 square foot Roberts Building, which was constructed in 1994 to provide shelter for the museum's more valuable treasures.

Lackawanna Camelback No. 952

One of the best-known pieces in the MOT collection is Delaware, Lackawanna & Western 4-4-0 No.952 — one of the road's famed Camelbacks — which is currently undergoing a major renovation. The vintage 1905 Alco was retired in 1938, but in 1948 it was overhauled and backdated by the Lackawanna with the addition a fake wooden cab, box headlamp, long cowcatcher pilot and diamond stack to make it appear older for the Oswego, New York, centennial celebration. It later toured the DL&W system as "Oswego & Syracuse No.1" (among other numbers and names) before being moved to St. Louis in 1953. Today No.952's fake wood cab has been removed and a new riveted steel cab — built to the original 1905 blueprints — has been constructed. Other details, such as moving the bell to its correct position behind the cab, are also being worked on. Soon the Camelback will be repainted, and most likely placed on exhibit within the Roberts Building.

Daniel Nason

The *Nason* is truly a treasure, being the only inside-connected 4-4-0 remaining in North America (the side rods and cylinders, instead of being located outside the frame, are found inside, a practice common on locomotives of British origin and used on American locomotives built between roughly 1850-1865). The *Daniel Nason* was constructed by the Boston & Providence's Roxbury Shops around 1858, and worked on that road for many years before being acquired by the Old Colony Railroad in 1888. It was backdated for display at the 1893 Columbian Exposition in Chicago, and later in 1905 was loaned by its last owner, the New York, New Haven & Hartford, to Purdue University for display. The *Nason*, taken back by the New Haven, was last exhibited at the 1939-'40 New York World's Fair, after which it was purchased by a private owner. The locomotive was acquired at auction by the MOT in 1982, and has sat in covered storage waiting for attention until last year, when it was completely repainted and moved inside the Roberts Building. Wisely, the museum has chosen to leave the *Nason* in its 1893 Columbian Exposition configuration and paint scheme, since too many modifications (such as converting the three-axle tender back to a two-truck design) would be needed to return

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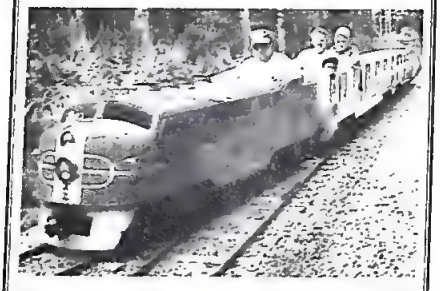

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it to its 1860 appearance. Besides, it has appeared the way it does today for over 100 years, making its current configuration historic in its own right.

Missouri-Kansas-Texas 4-4-0 No. 311

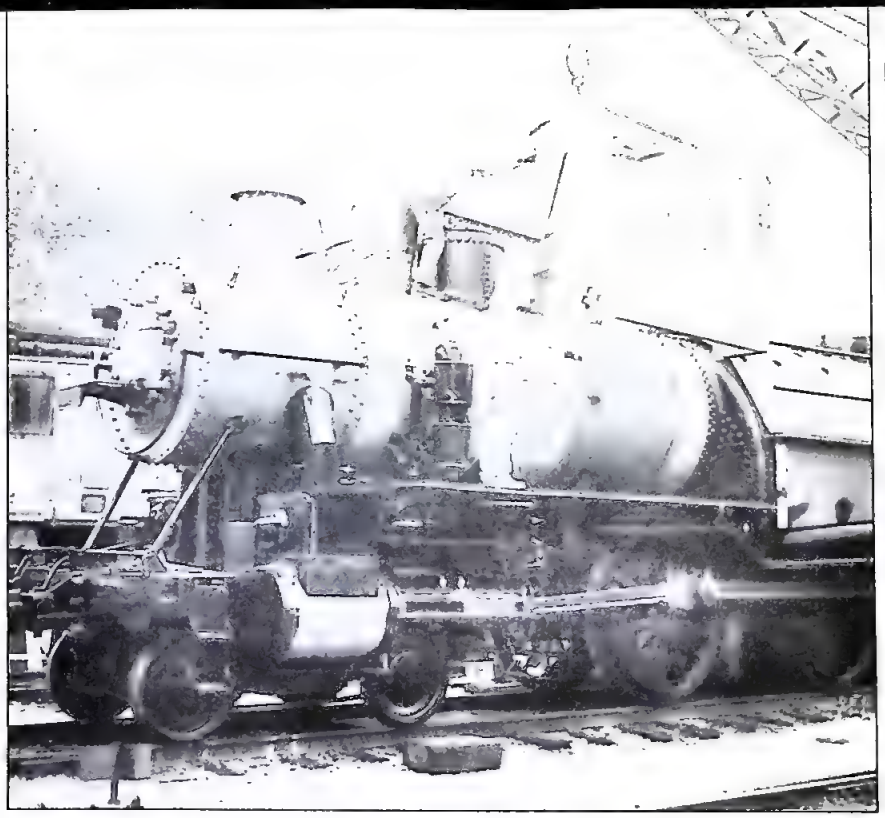
This is the only surviving Katy steam locomotive, and has been at the Museum of Transportation since 1952. A product of the Baldwin Locomotive Works, class of 1890, this late-model American-type survived on the MKT through numerous rebuildings and renumberings working mainly on branch lines. In 1925 it received a new boiler and was converted to oil firing, and also received new cylinders, wheel centers, cab and a sheet steel pilot. Today, the only original item left is the frame. Like many of the MOT's early steam locomotives, the reason No.311 survived was that it was backdated by the MKT in the 1940s as a public relations tool. Dubbed the *Mike Morfa*, No.311 received a new cab, stack, headlight, pilot, and a fancy paint job to appear somewhat as it looked in 1890 for use on special trains across the system. During this time the 4-4-0 bore many different numbers, and still appeared this way when it was donated to the MOT in 1950, along with its *Katy Flyer* trainset of vintage freight cars. Since then, all the fake decorations have been removed, and currently No.311 is being cosmetically restored to its early 1930s appearance.

Terminal Railroad No. 318

Often overlooked by railfans is this chunky, modern 0-8-0 switcher built by the Terminal Railroad Association (of St. Louis) in their Brooklyn, Illinois, shops during 1928. This historic engine was the very first locomotive in the world to be equipped with a solid one-piece cast frame which included integral cylinders, supplied to the TRRA by General Steel Castings (though the boiler and other parts were ordered from Baldwin.) This thoroughly modern engine also has an all-welded steel tender tank on a cast frame but, strangely, a wooden cab. No.318 is right now in the midst of a complete cosmetic restoration, and after this is finished it will likely be moved to a prominent location near the front entrance. As a crowning touch, the Terminal Railroad Association logo has been meticulously hand-painted on both sides the tender, and the lights will be made functional. The MOT hopes to have the 0-8-0 completed before the end of 2001.

Milwaukee Road Bi-Polar

The Milwaukee Road Historical Association made a substantial donation to fund the repairs and repainting of former CMStP&P Bi-Polar electric E-2, one of five built for the Milwaukee Road in 1919, and used on railroad's electrified divisions over the Cascade Mountains. The 3200 h.p. E-2, which was donated to the MOT after retirement in 1960, desperately needed to be painted and repaired, as the weather had taken its toll over the years. This work would not have been possible without the generous contribution from the Historical Association. Today the E-2, displayed outdoors on the museum's lower level display tracks, gleams in a fresh coat of Milwaukee orange, while the pantographs have been removed for repairs which should be completed soon.



Clockwise from above: *Lackawanna Camelback 4-4-0 No.952 is fitted with a steel cab fabricated using the original blueprints; Norfolk & Western 2-8-8-2 No.2156 has been repaired, repainted and relettered; Milwaukee Road BiPolar electric E-2 has been restored using funds from the Milwaukee Road Historical Association.*

Norfolk & Western Y6a No.2156

This massive 2-8-8-2 received cosmetic repairs and was repainted during 2000, when the tender was needlegunned down to bare metal and patched before a new coat of gloss black was applied. During restoration, the original Norfolk & Western lettering was found, surprisingly located much lower on the tank than the lettering applied by the N&W just before donating No.2156 in 1959. The new lettering reflects this, and No.2156 — one of just two surviving Y-class 2-8-8-2s — now appears just as it did during its last years of service on the N&W.

Smaller projects

Other projects are always underway at the MOT. Right now, volunteers are busy repairing and reinstalling headlights and bells on displayed locomotives. Work is also progressing on the restoration of a Rock Island "loaf of bread" tender which was converted by the railroad into a snowplow, and a Rock Island caboose has been repainted and relettered. A former Missouri Pacific Ten-Wheeler (originally St. Louis, Iron Mountain & Southern No.635) is getting a new pilot and other work done, and the museum's Georgia Railroad 0-6-0 has been partially repainted and had its cracked smokestack repaired. A former Missouri Pacific commuter car from the St. Louis area has been repainted and its canvas-over-wood roof has been repaired. The MOT's three ex-U.S. Army diesels (MRS-1 No.2069, SW8 No.2002 and H12-44 No.1844) have all been relettered.

One experience visitors have never had before is the opportunity to take a ride on one of the museum's PCC cars. Overhead wire has been strung, and track work is progressing on a large loop which may someday extend through the 1853 Barretts tunnel located on the property along the Union Pacific's former MoPac main line.

More to come

Invariably, visitors to the Museum of Transportation ask "When will (insert your favorite engine here) be restored?" Every piece will eventually have its turn, but the process takes time and, especially, money to complete. Chicago & North Western 4-4-2 No. 1015 — MOT's first locomotive, acquired in 1947, will likely be up for repair soon. The same is true for the Pennsylvania GG1 and P-5 electrics (although the latter is very heavy and hard on the museum's track, so it generally stays in one spot). The wonderful collection of locomotives from Purdue University, which includes the 1876 Boston & Albany "Eddy Clock" 4-4-0, a Baltimore & Ohio 1873 4-6-0 "Camel" type, and former Winona & St. Peter 1873 4-4-0 No.40 have yet to be restored, but their time will come. The Reading *Black Diamond* inspection engine will be restored, along with the *Aerotrain*, the DM&IR 2-10-2, Southern Pacific 4-8-4 No.4460, Nickel Plate 4-6-4 No.170, Chesapeake & Ohio 2-8-4 No.2727...

If you attended the 1990 NRHS St. Louis convention and visited the museum, by all means go again! You'll be surprised at the amount of work that has been accomplished since your last visit. The Museum of Transportation is open daily, year round from 9:00 a.m. to 5:00 p.m, and is closed on Thanksgiving, Christmas and New Years Day. — THANKS TO RON GOLDFEDER AND MOLLY CARSTEN

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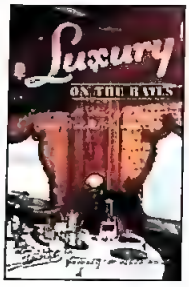

This tape is for viewers who have an interest in private cars or who have limited knowledge of the subject. We gain access to the interiors and owners of some of the "private varnish" running today, the venue being the movement of 18 PVs to the 1999 AAPRCO convention in Tampa. Trackside scenes in Kentucky and Virginia are blended with on-board interviews and interior shots as we roll along, but the coverage is not as comprehensive as one might expect.

The program starts with runbys of the Kansas City Southern, Conrail, Union Pacific and *American Orient Express* heritage fleets, then quickly presents a series of interviews shot both aboard and off the AAPRCO special. We learn the history of AAPRCO, how it helps members negotiate with the railroads and Amtrak, the FRA, NTSB and so on. It takes massive planning to set up such a trip. Described is some of the usually unseen "below the floor" work it takes to keep PV's maintained and up-to-date with the changing requirements of Amtrak and the regulators (e.g. HEP compatibility can cost $100,000 per car). To help defray the costs, most owners lease cars out for charter to a clientele definitely not railfans — more the cruise ship crowd.

As expected, we get interior tours of some cars. I would like to have seen more interiors, and also more discussion on the restoration issues that every owner encounters. We learn that almost every car has a checkered history (builder, owners, past uses, etc.), and the best way to buy a car — name it after your wife! An unexpected bonus is a visit to an in-process restoration of the *Virginia City* (once owned by Lucius Beebe) with its varied and over-the-top interior. In addition to the cars on the AAPRCO train, we also are introduced to some cars that didn't make the trip, and also visit Tampa Union Station.

Technically the tape is fine, although there are times when the narration is stepped on by the exterior train sounds. Rather than devoting a lot of screen time to the person being interviewed, I would have used the narration more as a voiceover for additional shots of the car interiors. Perhaps the best solution would be a followup tape or two, with more interior views, and more discussion on how and where one acquires, maintains, funds, stores, and arranges for movement of one of these land yachts. Sometimes, just like boats, the two best days in an owner's life are the day she or he buys one and the day she or he sells it but, as with a steam engine, on some days it can all be worth all the trouble. — *TOM KELCEC*

Memories of the Delaware & Hudson, Vol. 1

Mark I Video, P.O. Box 404, New Milford, NJ 07646; 800/66MARK1; *www.mark1video.com;* fax 261-3911; 60 minutes; VHS; $24.95 each, plus $4.00 shipping.

This is the first in a series of tapes dealing with the Delaware & Hudson railroad from Mark I Video. On the strength of this tape, each succeeding one will be anticipated greatly by D&H fans. While most of the Delaware & Hudson survives, (just now in early 2001 being completely absorbed by Canadian Pacific) and the reach of the railroad has expanded in recent years, some sacrosanct trackage is gone, namely the Penn Division over the legendary Ararat grade in Pennsylvania. For old-time D&H fans, the loss of the Penn Division was a bitter cup to drain, although the fact that its loss gave renewed life to the Lackawanna main line north out of Scranton is some consolation.

Penn Division devotees will revel in this tape. It opens with a steam powered freight out of Forest City sporting Challengers fore and aft. Footage continues with three-engine steam pushers on the Ararat grade, followed by a 4-6-0 powered passenger train of open vestibule coaches. Color sequences include exquisite views of Challenger-powered freights with Mallet pushers in beautiful winter scenes. There is also black & white footage of a mixed freight led by a Challenger and pushed by two smaller engines. And who does not long to see a mixed train with milk cars, an express boxcar, a gondola and a combine? New York main line scenes include an elephant eared, flange stacked locomotive leading a passenger train past Fort Edward, and Camelback No.812 on the Glens Falls branch. Something else we will never see again is No.817 switching at Troy.

For many in the diesel age, one of the delights of the D&H was the sound and sight of all those burbling, gurgling, smoke spewing blue-and-gray Alco products that continued to rule the roost on the D&H long after they had disappeared elsewhere. This tape shows three Century 628s on the head end of a train passing an RS3 consist at Noyes crossing (just north of Nineveh) while a 1958 Chevy looks on. Alco heaven is Oneonta, where C628s and RS3s do their thing with the shops and FA tower (gone, but saved) as a backdrop — and how about views of these beasts from inside the tower? The operator at FA hooping up orders to RS11 5008 is another scene few will ever see again. (Is Jim Largent still fulfilling this role on the Reading-Harrisburg line?) How would you like to pace a train headed by C628s westbound out of Oneonta? Not in this life, you say? Hey, they got it right here! This is classic railroading at its finest.

Scenes of the towerman at FA cleaning the tower windows while the engineman of 5008 cleans his unit's windows bespeak the

pride in their work displayed by old-time railroaders, and are symptomatic of a time when morale and leadership were important concepts to a management which was not thinking primarily of ways to get rid of its employees.

BD at Binghamton is still a favorite hangout, but how many of today's fans remember the stone shanty that once stood there? Seeing a train with C628s passing Thompson, Pennsylvania, made me sad to think that this railroad is now history, but at the same time glad that the station building still lives on. Seeing BAR Geep No.76 cut in ahead of the caboose, on one train, I remembered how crews on the D&H and the Lehigh Valley hated them!

There is much more, all wonderful. One cavil: fans whose interests lie in the Capitol District and north may be disappointed with the lack of attention to this territory, but this should be addressed in subsequent tapes. — *PETER MCGILLIGAN*

Colorado's Scenic Train Rides

Railway Productions, 8081 South Madison No.243, Indianapolis, IN 46227; 60 minutes, $19.95; VHS; 800/248-9670; *www.A-Trains.com*; fax 317/889-8144. Indiana residents add 5% sales tax; shipping $5.00.

Railway Productions has produced several tapes in the "America by Rail" series aimed at general audiences, which are pleasant to watch for any viewer. This new release covers Colorado and its 13 existing and one future train ride. The shooting style, complicated and frequent editing, plus musical background and narration, present the subject in what I will call a television travelog style that educates, entertains and motivates the viewer to get off the couch and go out and experience this stuff in person. You get a good feel for what it's like to ride each line, and how you might allocate your time on a trip to Colorado. And if you can't do it all, well, here is a record of what you'll miss.

Covered are Amtrak's *California Zephyr*, the Colorado Railroad Museum, Cañon City & Royal Gorge, Durango & Silverton, Manitou & Pikes Peak, Fort Collins Municipal Railway, Denver's light rail system, the Georgetown Loop, Cripple Creek & Victor, Amtrak's *Southwest Chief*, Platte River Trolley, Cumbres & Toltec Scenic and Leadville, Colorado & Southern. The future "to be" line covered in this tape is the ex-D&RGW branch from Creede to South Fork, through Wagon Wheel Gap, over which we travel via track speeder.

Recently photographed, and edited on new digital equipment, the images are very sharp and clean. Scenes include trackside runbys, views from and aboard the trains, historic still photos, and shots of peripheral and related subjects, including the scenery, towns, and passengers. Very nice viewing for the casual train fan, the general public trying to learn what to do in Colorado, and those of us who have not made a pilgrimage there to see the latest in rail preservation. Check out that Royal Gorge operation! — *TOM KELCEC*

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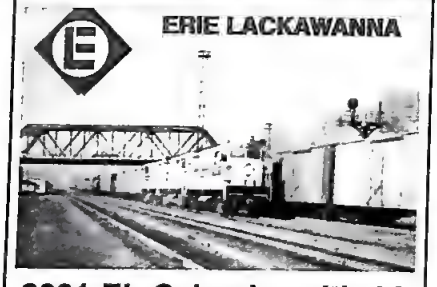

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New product news and reviews

SOFTWARE REVIEW

Train Dispatcher 3, by Signal Computer Consultants, P.O. Box 18445, Pittsburgh, PA 15236. $45.00, upgrade price for owners of Train Dispatcher 2, $30.00.

Ever since its release in 1998, Train Dispatcher 2 has been the premier train dispatching simulation available for personal computers. With Train Dispatcher 3, Signal Computer has taken cyber dispatching to a new level. Because TD3 operates territories developed for its predecessor, buyers will have over 300 track layouts to select from. Not only does TD3, a 32-bit program running on Windows 95 or better, support virtually all functions of the old territories, it includes new features that lend even more realism to TD2 layouts.

For example, TD3 includes "union routing." That is to say, a large area of track can be cleared by clicking on an "entrance signal" and then moving down the track to click on an "exit signal," allowing up to 50 signals and/or switches to be cleared with but two clicks, rather than having to change each individually. Commands can be "stacked," or set to change automatically after two trains have met. Crew time can expire, a great source of frustration when the train suddenly dies on the main line and it will take two hours to get a new crew out. The only significant loss from TD2 is that it is no longer possible to save starting switch and signal parameters.

In addition, by using TD3's companion program, Track Builder 3 ($55.00, upgrade $35.00), territories can be developed where helper districts can be assigned, and railroad crossings at grade can be added to layouts by using the "diamond" symbol. Numerous other features add to the complexity that is possible using TD3 in conjunction with TB3.

Fair warning: learning TD3 takes some effort. Fortunately, many functions can be deactivated so that it becomes comparable to TD2 in difficulty. Available either on-line or on a CD-ROM, TD3 is supported by good documentation downloaded from the Internet. In TD3, Signal Computer has another winner, developed with help from Frank W. Bryan and Fred W. Frailey, two well-known railfans who used their intimate knowledge of rail operations to create exciting territories for TD2. Like its predecessor, TD3 should have a warning label declaring its potential to become very addictive. — *CHARLES W. BOHI*

BOOK REVIEWS

A Sampling of Penn Central

By Jeremy Taylor, from Indiana University Press, 601 North Morton Street, Bloomington, Indiana 47404-3797; 800/842-6796; 424 10"x7" pages, hard cover; $59.95 plus $5.00 shipping.

The latest from Indiana University Press provides a thorough examination of Penn Central's Southern Region, a patchwork of former New York Central and Pennsylvania Railroad lines blanketing Ohio and Indiana. Author Taylor served as general manager of the division and has expert knowledge to

share with the reader. Though educational, this is not a dry, clinical text. Taylor's style is as entertaining as it is enlightening, capturing the gritty, threadbare existence of the railroad in those dark days, offset by just the slightest glimmer of hope.

The railroad's difficulties and failures — along with its few successes — are explored through extended photo captions accompanying over 200 full-page black & white photographs shot between 1970 and 1972. Complete details on the train or facility shown in the photograph are provided, going a long way toward explaining the region's traffic patterns and the merger's intended benefits, some realized, some not. Taylor also provides excellent detail on the capital projects that Penn Central undertook in the Southern Region in hopes of creating a more efficient sytem, including the construction of the new Buckeye Yard in Columbus, Ohio, the rebuilding and expansion of Big Four (Avon) Yard outside Indianapolis, and the automation of various interlockings. The book is arranged geographically, photographically following the main and branch lines of each of the region's four divisions: Columbus, Cincinnati, Southwest (former Indiana Division) and Southwest (former St. Louis Division). A helpful division map is provided at the start of each chapter.

The first edition of this book was self-published in 1973. This new edition adds a seven-page introduction that allows the author to reflect on the railroad's life and death, and put it in proper context given the remarkable changes the industry went through in the past quarter-century — changes largely wrought by the PC's failure. Additional graphics provide further detail, including maps of the region's trackage on merger day in 1968 and today, plus a chart spelling out the status of every piece of track in the Southern Region.

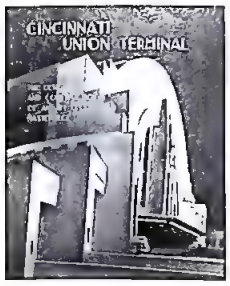
A Sampling of Penn Central provides a fascinating living history of a short-lived railroad. And while it costs about the same as the assembly line-style "pretty-pictures-slapped-on-a-page" books that are so popular in the railfan world today, given its historic value, Taylor's book is worth more than a whole library full of those uninspired efforts. — *GEORGE FLETCHER*

Cincinnati Union Terminal: The Design and Construction of an Art Deco Masterpiece

By the Cincinnati Railroad Club, Publications, 2063 West Fork Road, Cincinnati, Ohio 45211; 176 8½"x11" pages, hard cover; $39.95 plus $5.05 shipping.

Let's cut right to the chase: this is a wonderful book, highlighting the design and construction of one of the nation's most beautiful buildings (railroad or otherwise). Published by the Cincinnati Railroad Club,

the book is illustrated with more than 250 photographs both duotoned black & whites and a smattering of color — wrapped around text taken largely from two different booklets detailing the construction of the terminal, both published upon CUT's opening in 1933 (one from *Railway Age*, the other from the Cincinnati Chamber of Commerce). Supplementing the original photographs from the booklets are additional shots from the Cincinnati Railroad Club's archives, many taken by the Cincinnati Union Terminal Company's photographer and appearing in print for the first time here. Additional text provides a chronology of the building's life up to the present.



The landmark terminal, one of the last great railroad stations built in the United States, was constructed in the midst of the Great Depression — a massive public works project. CUT cost $41 million to build, and could accomodate 17,000 people and 216 trains daily. The entire complex used 224,534 cubic yards of concrete and featured 94 miles of track. CUT's time in the sun was short-lived, though, with rail passenger service on a sharp downhill swing after the 1940s. By 1972, Amtrak had moved its one remaining Cincinnati train into a new terminal, leaving CUT empty. Various attempts at opening shopping malls in the building failed. By the 1990s though, things had turned once again for the grand old terminal. It has been restored to its former glory and now houses the Cincinnati Historical Society, the Cincinnati Natural History Museum, a children's museum, an Omnimax theatre, the Cincinnati Railroad Club (which meets in CUT's restored Tower A) and, yes, even Amtrak service, which returned in 1991.

The book is divided into 22 chapters, carefully covering every aspect of the terminal: early construction plans, highway and railroad relocation, the concourse, the extensive dining facilities, the artists who created the building's famous murals, Tower A (the former interlocking tower which serves as headquarters for the Cincinnati Railroad Club), the Post Office and Railway Express facility, the adjacent freight yards and much more. Of particular note are the chapters on the Terminal Company's offices and the mosaics which grace the train concourse walls and other public areas.

The book was designed with an appropriate and extremely effective Art Deco-style layout, with everything from type choice to page backgrounds nicely complementing the photographs. Anyone with an interest in railroad passenger service and/or architecture will find much to like here. On the dust jacket, CRC says "If you gain from this book an understanding of just what a marvel of art, architecture and technology the Cincinnati Union Terminal was — and still is — we have accomplished our purpose." With this gorgeous volume, they've done all that and more. — *GEORGE FLETCHER*

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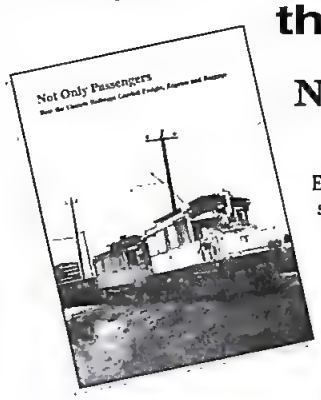

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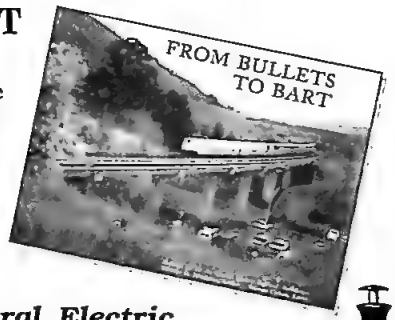

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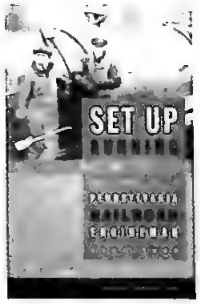

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Recollections on life in the cab

by THOMAS D. DRESSLER

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In these days of overzealous and unscrupulous management, the most important insurance coverage for railroad operating employees is "job protection insurance." Most non-railroaders are not familiar with this, but the vast majority of train and engine service employees hold it dear to their hearts, not as a luxury but as a necessity. This type of insurance is more commonly known as "derail insurance," nearly always purchased by the employee.

Railroading has always been known, and justly so, for its military-like enforcement of the operating rules — from the least significant infraction to a major mistake. There was, and still is, good reason for this — it is quite dangerous out there on and around trains. An employee can lose life or limb in the blink of an eye, and each and every operating and safety rule on the books is there because an employee was the victim of an unfortunate event which brought with it the chance of debilitating injury or death.

As this is being written, a report on the internet says a CSX conductor was killed by a passing Norfolk Southern train in Chicago while preparing to board a locomotive. She leaves a distraught husband and two small grieving children. It is evident that she violated several CSX Operating Rules and Safe Way and Safe Job Procedures. CSX General Safety Rule No.16 states in part: "When working on or about tracks: Be alert for the movement of cars, locomotives or equipment at any time, in either direction, on any track."

The Golden Rule of railroad safety is "look both ways before crossing tracks." Is there any need to explain what could happen if you don't? Second, *never* but *never* step on the head of a rail, because if you have foreign material on your shoe, a bad slip and fall may result. The top of a rail can be as slick as glass. And the third most important rule is "always face equipment when boarding or alighting from such equipment." This one might not seem too important, but if you face *away* from the equipment, your heel could catch on the edge of a step or grab iron and cause you to fall face forward, hit the ground with a dull thud, and heaven knows what could happen to you at that moment in time. Boarding or getting off equipment without knowing exactly where you are can be deadly, as can be seen in the case of the CSX employee mentioned above.

I could go on and on, but you get the message — those operating and safety rules are there for the employee's protection. Violation of the rules will bring the errant employee penalties ranging from "days" against his or her record, to possible suspension, or worse yet — dismissal.

In the event "days" are meted out for minor transgressions, on the first offense they are usually assessed in lieu of time off and are retained on the employee's record for a pre-determined period of time. If another violation occurs before the end of the probation period, the "days in lieuie" as we called them, must be served, and are usually added to time off for the new violation. The employee must serve the total accumulated time under suspension or be "out of service." Dismissal was a different story. The employee would, in the overwhelming majority of instances, be taken back without a break in seniority after months, or in extreme instances, years "on the street."

In some extreme instances, I know of men on both sides of the fence — contractual and management — dismissed for Rule G. Rule G is published as follows in General Rules of the Norfolk Southern Operating Rule Book: "The use of alcoholic beverages, intoxicants or narcotics by employees subject to duty, or their possession or use while on duty or on Company property is prohibited."

Employees being permanently dismissed for violating Rule G are few and far between. I know of one case on a major south central railroad where a management employee actually was using alcohol, and kept the beverages in the trunk of a company automobile while preforming "efficiency" tests on contractual (train and engine) employees. The employee was asked to leave carrier property, find employment elsewhere, and never darken their cinders or diesel-fuel saturated ground again.

Today, most carriers have "Drug and Alcohol Rehabilitation," or "DARS" programs as they're called on the Norfolk Southern, which use formerly substance-abusing employees to act on behalf of their fellow problem employees. On most large carriers, employees must become involved in the DARS program. If they satisfactorily complete the course, they are allowed to return to work. In cases of both suspension and dismissal, naturally there is no income from the carrier, and the only resources the employee has are Railroad Retirement Board unemployment insurance, which is a small portion of one's regular salary, plus any funds the employee may have saved or set aside just for such an event.

Enter "derail insurance." This insurance is paid for by the employee, from ten to 50 bucks or even higher per day, as elected by the employee. When I was working, $50.00 was a nice sum, but nowadays employees generally carry larger amounts simply to protect themselves. Derail insurance is paid to eligible suspended employees for violations such as passing a signal, getting over a derail (thus the name), speeding, running through a switch and many other less serious violations. However, and this is very important, derail insurance is *not* applicable in cases of insubordination, theft,

violation of Rule G, sleeping or fighting on carrier property, and similar infractions.

Derail insurance was offered by several independent companies and most operating unions, such as the United Transportation Union (UTU) and the Brotherhood of Locomotive Engineers (BLE). I carried my insurance with the UTU, as I was a UTU-E local chairman (local representative for firemen on the Columbus District of the Norfolk & Western), and it seemed only fitting that I carry my derail insurance with the UTU. (UTU-E is the division of the UTU for engine service employees; UTU-C is the division for train service employees). Even after I was working full-time as an engineer, I remained a loyal member in good standing of the UTU.

(Let me throw in a few words here about a major conflict of interest, if you will — I was a union rep, and a danged good one, I was told many times, on both the railroad and in the steel mill prior to my going railroadin'. I was an anomaly in that I was, and still am, a strong, hard headed, right wing conservative Republican. I certainly caught a lot of flak over those affiliations from my fellow workers in both unions, but they all agreed I was a good rep.)

In the event an employee needed assistance, an application was filed with the provider and payment was soon forthcoming, granted that the rule infraction fell under the terms of the covered provisions. Believe me, it came in handy at times! Many guys were saved from financial ruin because they had derail insurance to fall back on.

However, some employees who paid into the fund for years, only to be suspended for Rule G, were in for a rude awakening when they tried to collect. One fellow I represented was dismissed for a Rule G violation and was extremely upset with both the UTU and me for not allowing him to collect his guaranty. I tried to explain that he was not eligible because of the nature of his transgression, but he would not listen. He called the UTU headquarters in Cleveland, Ohio, and was soon presented with the facts that he most certainly was *not* eligible, followed by a detailed reading of the rules of the fund. Finally he settled down, and after studying the circumstances, realized it was his fault, that no one else was to blame. He got himself on the straight and narrow and never had another such problem.

Derail insurance payments were paid on top of the RRB unemployment insurance. If a guy had an excellent daily derail insurance figure due him, combined with unemployment, he could live quite nicely.

I suffered the indignity of being suspended twice late in my career on the Norfolk Southern, both times for running over a derail and putting the lead set of wheels of my unit on the ties. (One set of wheels counted as much as ten wheels). I offer absolutely *no* excuses. In this day and age, most people involved in an accident or whatever make a feeble attempt to place blame on someone else, and do not accept full responsibility for what just a few years ago would be considered an unbelievable act. I was guilty and served my time with only a little bitching, placing no blame where it did not belong. I knew the rules, disobeyed one, and paid for my stupidity.

I went 19 years before getting into any major trouble — and that first time I collected 30 days' derail insurance! I got over a derail moving off a yard lead toward a main track at the Joyce Avenue Terminals in Columbus, Ohio. In the eyes of the Federal Railroad Administration, that was the same as causing a major problem. I actually enjoyed that forced "vacation," doing lots of yard work and keeping close to my workbench, working on my collection of O scale N&W steam locomotive models.

My second infraction cost me 45 days suspension, as I had 15 days "in lieuie" hanging over my head for a speeding violation — those who have read my past columns know one of my nicknames was "Tommy Overspeed," as I ran 'em hard and fast! However, with the derail insurance income, I enjoyed both ample "vacations." The second time was especially nice; we had already purchased a round trip ticket for Mrs. D. to fly to Florida and visit the young 'uns. No.1 son was to meet her at the Sarasota airport on the afternoon of February 14th. I stupidly got over a derail, again at Joyce Avenue, near the end of January, and was given my time off starting in early February — my suspension actually was a very nice Valentine's Day present from the NS. While I was required to serve all my time off, I was allowed to work one trip in early February and then return to work in late March so I would not lose a full month on my RRB Pension. (I must thank an understanding assistant division super-intendent for doing that much for me, even though it was he who assessed the full 45 days against me. If you are reading this, Charlie, many, many thanks!) Again, my contravention was of my own making and I could not blame anyone for my stupidity.

As soon as I knew my suspension dates, I called No.1 and said, "Well, you don't have to meet your mother at the airport on the 14th. I am bringing her down!" He came back with "Why, what happened? Did you mess up again?" I replied "Yep, the same as last time." When I look back, in my 22 years of running trains on the NS I only had the two minor suspensions against my record. I had nothing major such a Rule G infringement, insubordination, getting by a stop signal or causing a major accident.

We packed up and drove to Florida, and spent almost a month in the sunshine with the backing of the Norfolk Southern (for my being so empty-headed as to get over a second derail), the Railroad Retirement Board for my unemployment insurance, and to the UTU-E for providing my derail insurance. While my fellow employees were fighting the snow and cold in Ohio, I was down in the Sunshine State lolling on the Gulf Coast beaches, riding the ex-C&O GP9s of the Seminole Gulf Railroad (*The Seminole Gulf Railway* by Thomas D. and Douglas A. Dressler, RAILFAN & RAILROAD June 1989), playing with a 1½" scale green and gold Southern Ps-4 Pacific, and generally enjoying life. Most important, Mrs. D and I were spoiling our grandsons.

In the future, when you hear railroaders discussing derail insurance, you'll know about which they speak. In the event they get into trouble out there on the rails, they will be enjoying life, if their rules violation was not too serious.

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BY EDGAR T. MEAD
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Railnews

This month's top stories and photos

Amtrak

NEW ROUTE IN FLORIDA: Florida East Coast has started to reinstall portions of double track to increase capacity for Amtrak Silver Service, which will restore passenger service on the FEC this summer between Jacksonville and Miami. At least four locations will be double tracked; south of Bowden Yard; Micco, Florida; Fort Pierce, Florida; and from Pompano Beach to Miami. Once host to Atlantic Coast Line streamliners south of Jacksonville, FEC has not seen passenger service to New York since strike-related sabotage forced the ACL trains to be rerouted over the Seaboard in early 1963, and has been freight-only since 1968.

***DOWNEASTER* DELAYED AGAIN:** The long-awaited Amtrak service from Boston to Portland, Maine, over Guilford's former Boston & Maine line was to begin on May 1, 2001, with four trains each way daily. The Surface Transportation Board has approved the track for 79 m.p.h. passenger speeds, but Guilford has set a 59 m.p.h. limit, claiming the ballast is not deep enough to sustain higher speeds. The Northern New England Rail Passenger Authority will challenge Guilford's position and hopes to obtain a definitive ruling from the STB.

***CRESCENT STAR* SET:** The *Crescent Star*, an extension to Dallas of Amtrak's New York-New Orleans *Crescent*, will run over Kansas City Southern via Meridian and Jackson, Mississippi, and Shreveport, Louisiana. The train was expected to begin running in May, 2001, but service could be pushed back to November if track and signal improvements are delayed. An Amtrak test train was run from Dallas to Meridian in February.

ROSTER CHANGES: Amtrak will renumber various locomotives and equipment to make room for new General Electric P42-9DCs and the Acela high-speed train sets. GP40TC Nos.192-199 will become Nos.520-527; F40PH's 203, 206, and 207 will be retired; Rohr Turbo power cars Nos.150-162 (even numbers only) will be renumbered Nos. 2150-2156; Rohr Turbo power cars Nos.151-163 (odd numbers only) will be renumbered Nos. 2250-2256; Rohr Turbo coaches Nos.170, 172, 173, 175, 176, 178, 179, 181, 182, 184, 185, 187, 188, and 190 will be renumbered Nos.2200-2212; Rohr Turbo cafe cars Nos.171, 174, 177, 180, 183, 186, and 189 will be renumbered Nos.2300-2306 respectively; and Viewliner sleepers Nos. 2300 and 2301 will be renumbered 62090 and 62091

Via Rail Canada

F59PHI's BUMPED: Via Rail Canada has canceled an order for seven GM F59PHI's in favor of 21 P42-9DC's from General Electric. The new units, to be delivered later this year, may arrive wearing a new orange, blue and white Via paint scheme originally developed for the GM units.

Canadian Pacific

FIVE-WAY SPLIT: Canadian Pacific Limited will divide the company into five separate publicly traded entities. Under the proposed reorganization, Canadian Pacific intends to distribute its investment in PanCanadian Petroleum and its 100% interest in Canadian Pacific Railway, CP Ships, and Fording to the holders of Canadian Pacific Limited common stock. After the reorganization, Canadian Pacific Hotels will be the only significant business conducted by Canadian Pacific Limited. The transaction is expected to be completed by the fall of 2001.

"NEW" *EXPRESSWAY* POWER: Since their inception, Candian Pacific's Montreal-Detroit *Expressway* intermodal trains have been powered by a group of nine SD40-2s wearing a special *Expressway* lettering scheme. In February, six cowl-bodied SD40-2F's were assigned to the fast trains, leaving just three SD40-2s in the pool.

Norfolk Southern

NEW BRANCH: Norfolk Southern plans to construct a new twelve-mile branch line from Saltsburg, Pennsylvania, on the Conemaugh Line, to the Shelocta Power Plant of the Keystone Generating Co., which would allow Norfolk Southern to serve the plant more directly, joining the ex-B&O Shelocta Running Track near Clarksburg. The new line would eliminate the present circuitous trackage rights over the Pittsburg & Shawmut and Buffalo & Pittsburgh to reach the plant. The new branch would cut 50-60 miles from the present route.

SEMAPHORE SAYONARA: Throughout the travails of the Conrail acquisition, Norfolk Southern has quietly continued to replace the famous General Railway Signal semaphores on the former Erie Southern Tier line in New York State with tri-color light heads. By mid-February, the lone blade at M.P. 224-2 was the sole survivor.

Wisconsin Central

DISTRIBUTED POWER TESTED: In late December 2000, Wisconsin Central loaned 18 road units to CSX in exchange for ten ex-Conrail SD80MAC's equipped with GE-Harris Locotrol III in order to test the performance of distributed power on loaded taconite trains from Minnesota's Minorca mine, which operate seasonally over WC from Steelton, Minnesota to Escanaba, Michigan (DM&IR handles the trains between Minorca and Steelton). On January 1, 2001, WC started using two SD80MAC's, one manned unit on the point and one remote controlled unit on the rear, to replace five SD45s (three on the head end with two manned pushers). On several occasions, the big AC units have been taken out of service with computer or electrical problems and the usual consists of SD45s have replaced them. (See **page 45**).

Western New York & Pennsylvania

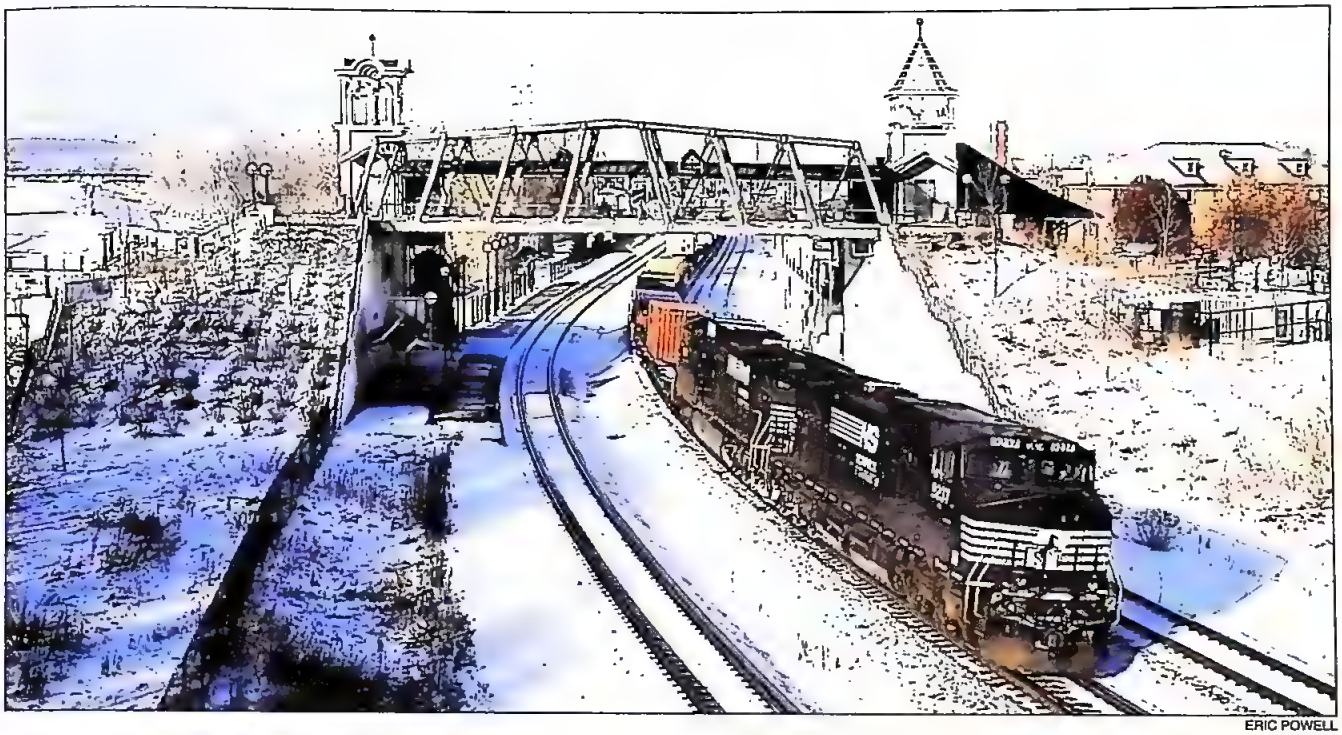
NEW SHORTLINE: The Western New York & Pennsylvania Railroad, a wholly-owned subsidiary of the Livonia, Avon & Lakeville, has been formed to lease and operate the Norfolk Southern Olean Secondary from Hornell, New York, to Corry, Pennsylvania. The railroad has arranged funding from New York and Pennsylvania for capital improvements to the route. Initially, WNYP will operate the Olean to Jamestown, New York, portion while rehabilitating the Jamestown to Corry segment. Some Jamestown traffic may be routed via Meadville and Corry over the Oil Creek & Titusville to improve local service as trackwork continues between Corry and Olean. By December 2001, the line from Corry to Olean should be in service, as trackwork between Olean and Hornell begins. The entire project between Corry and Hornell is expected be finished by the following December, subject to the availability of grant funding. WNYP will operate all local service, and trackage rights from Hornell to Corry will be available to Norfolk Southern for possible overhead traffic from Conway to the Southern Tier. Initially, local service will be provided by WNYP using a pair of LA&L Alco C424M's. Consequently, LA&L's remaining two unrebuilt former Guilford C424M's will be overhauled and put into service on LA&L lines. Due to route expansions and increased business, the railroad expects to acquire another three to five Alco Centuries in the next two years.

South Orient

ORIENT LINE TO TEXAS DOT: The Texas Department of Transportation has reached an agreement to purchase part of the South Orient railroad, from Coleman, Texas, southwest to San Angelo and Presidio. One of eight U.S. railroads that crosses into Mexico, the route is expected to become an important NAFTA trade route. Texas DOT will lease the line to Texas Pacifico Transportation, a subsidiary of Nuevo Grupo Mexico, with five ten-year renewal options. In 1998, South Orient ended operations on the line and requested permission to abandon. The NTSB ordered South Orient to find a buyer. The line is the former Kansas City, Mexico & Orient, which later became the Chihuahua al Pacifico in Mexico, while the U.S. side of the line became a Santa Fe branch between San Angelo and Presidio. It was sold in the early 1990s to the South Orient.

LTV Mining

GE UNITS LEASED: Up to eight six motor GE diesels will be leased by LTV Mining to haul stockpiled taconite pellets from Hoyt Lakes to the dock at Taconite Harbor when the 2001 Great Lakes shipping season begins. One LTV Baldwin and two Alcos will be used for loading and switching trains, but the rest of the fleet remains shut down.



ERIC POWELL

NS Lafayette bypass opens

Norfolk Southern's double track bypass around the grade crossing-infested former Wabash Detroit-St. Louis main line in Lafayette, Indiana, was placed in service on January 22, 2001. NS train 21A passes the joint Amtrak/Greyhound passenger depot on the Wabash River waterfront on January 27th (**above**). The $180 million project allowed the removal of CSX's former Monon line running down Fifth Street and the NS former Wabash main line, with 22 grade crossings, on the east side of town. CSX began using its part of the bypass (track at left) in 1994.

More Railnews on page 44

BILL HOUGH

LARRY R. ZIMMERMAN

SD70MAC's in Florida

Many of the 25 former EMD lease fleet SD70M's acquired by CSX in a May, 2000 trade with LLPX, have been assigned to phosphate service in Florida. CSX 4699, ex-EMD 7024, handles a rock train near Miami International Airport on January 11, 2000 (**above**).

W&W line repaired

Wilmington & Western SW1 No.114 crosses Red Clay Creek on rebuilt Bridge 6C near Greenbank, Delaware on January 6, 2001. Originally a timber trestle, this bridge and one other were destroyed, and six others heavily damaged, by Hurricane Floyd in September 1999. The line was reopened in November 2000 (**left**).

2000 ALONG THE RAILS

Scenes and events during the year through the lenses of R&R's contributors

KEN YOUNG

Photo Line 1

2000 Along the Rails

ED WOLFE

FRANK W. POWELL

TOP: **CSX unit coal train N-955 passes a field of sweet corn at Hamler, Ohio, on September 10th as its Union Pacific AC4400CW's lead a long string of empties heading back to Wyoming's Powder River Basin for loading. You can't tell the players without a scorecard (or a roster book) along CSX's Willard-to-Chicago main line.** ABOVE: **Two loaded UP coal trains meet at Bill, Wyoming, in the Powder River Basin on March 11th. The Basin originates more coal than any other location in North America.** LEFT: **Norfolk Southern mine run U49 slowly rolls out of Appalachia, Virginia, destined for Cumberland River Coal Company's flood loader at Pardee. The train is on the old Interstate Railroad's ex-Roaring Forks Railroad trackage on October 19th.**

2000 2000 2000

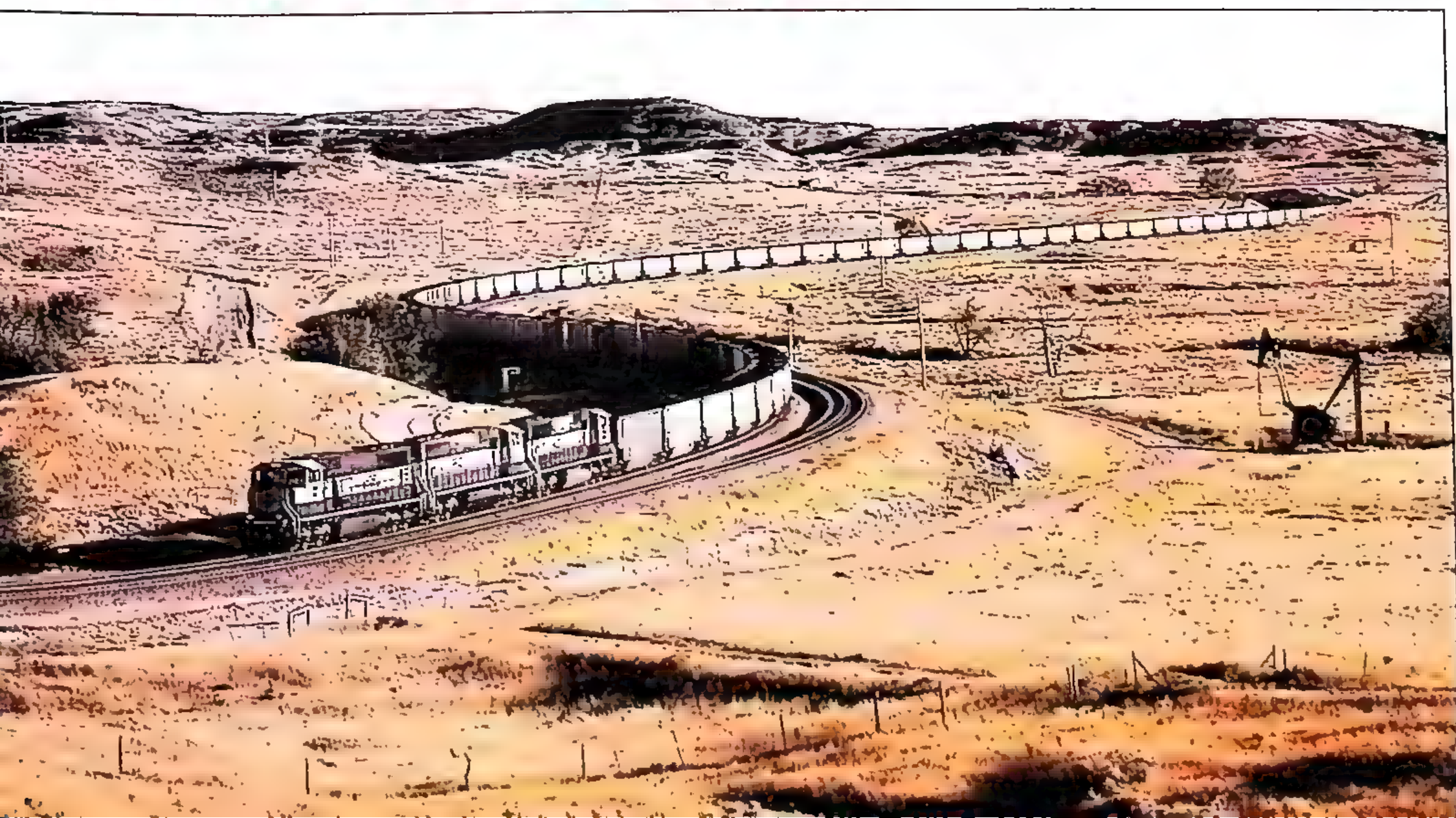
CARL

BRUCE A. BURTON

ABOVE: **Brake shoe smoke and the setting sun combine to make a dramatic image of a CSX eastbound coal train in the interlocking at Foley, Pennsylvania, heading down famed Sand Patch Grade in October.** RIGHT: **Viewed from the highway overpass at Morley, Tennessee, on December 19th, a southbound coal train follows CSX AC4400CW 491out of Hickory Creek Tunnel. The coal is headed for the Tennesee Valley Authority's Bull Run steam plant near Oak Ridge, Tennessee.** BELOW: **BNSF SD70MAC 9606 leads two sisters westbound at 5:30 p.m. on September 2nd at Donkey Creek, Wyoming, in the heart of the Powder River Basin.**

COAL IS STILL KING

RON BURKHARD



SANDY BURTON

STEAM-ERA SURVIVORS

ABOVE: **Black River & Western 2-8-0 No.60 leads a tourist train over Copper Hill Trestle between Flemington and Ringoes, New Jersey, on October 22nd. Consolidation 60 has been in New Jersey for over three decades since leaving Colorado's Great Western.** RIGHT: **The big steam news of 2000 was the painting of Southern Pacific 4449 black for the BNSF *Employee Appreciation Special*. The BNSF tour found 4449 climbing several Northwest grades for the first time. On the afternoon of July 17th, the 4-8-4 stomps up the twisting 0.8% hill between Harrington and Bluestem, Washington. On good old-fashioned ex-Great Northern double track that's ABS signalled for right-hand running, the eastbound *EAS* runs up the westbound main to get around BNSF freight MEVESPO (visible in the distance), which holds ahead at Bluestem where the two mains become one.** BELOW: **A snowstorm on the previous day provided the perfect setting for New Hope & Ivyland 2-8-0 No.40 as it approached Lahaska station on New Year's Eve.**

BRUCE KELLY

JEFFREY SMITH

Photo Line I

2000 Along the Rails

RON BAILE

F.J. AHERN

LEFT: **Everyone marvels at the East Broad Top's fleet of six surviving narrow-gauge Mikados, but it's easy to overlook gas doodlebug M-1, an even rarer piece of equipment. The M-1 prepares to head north from EBT headquarters at Orbisonia, Pennsylvania, on October 8th.** BELOW: **Running (almost) just the way it did in 1955, EBT 14 leads a northbound train north of Orbisonia on October 23rd. The 2000 coal train is shorter than those of 1955, and a northbound train should be loaded (this one's empty), but the combine substituting for a caboose is just the way it was on the EBT of old.**

JEFF TERRY

LEFT: **One of the "sleeper" stories of 2000 was the Heber Valley Railroad's return of Great Western 2-8-0 No.75 to service in May. The classic short line Consolidation, built by Baldwin in 1907, performs during a photo freight event on September 21st. No.75 was a rare sight in 2000, as it spent most of the summer in the Heber City (Utah) shop having bugs worked out.**

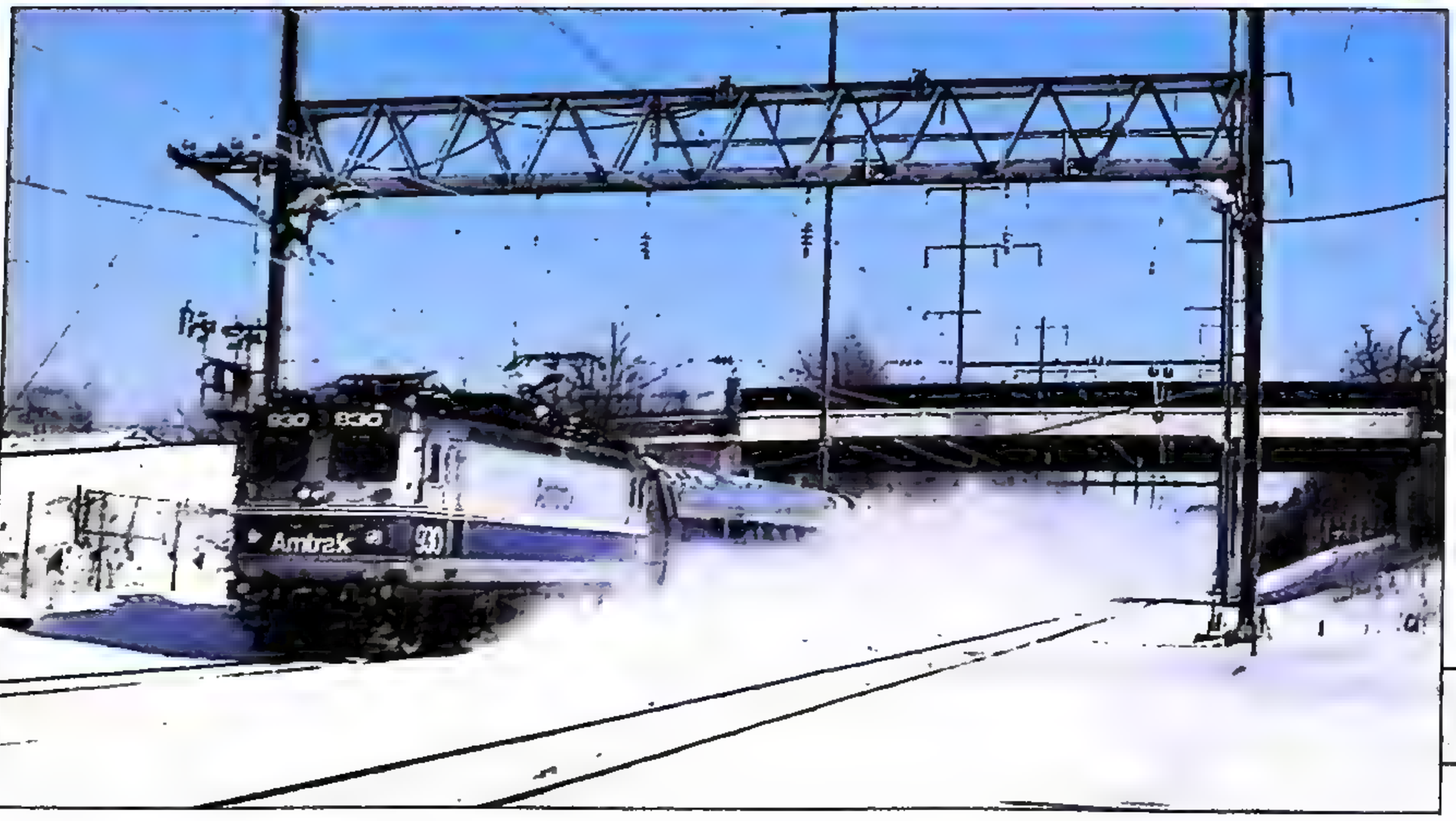
GEORGE W. HAMLIN

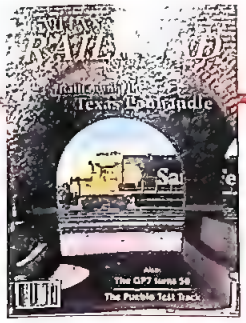
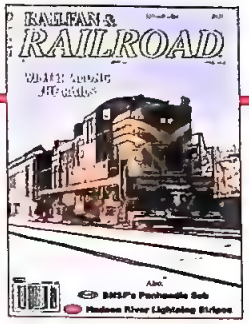
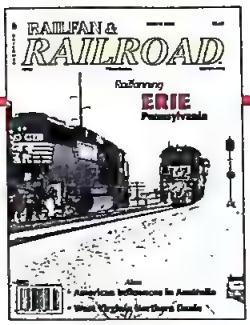
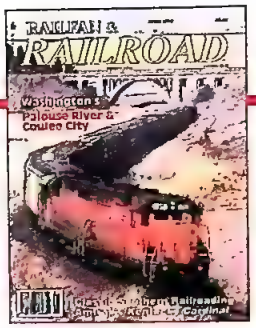
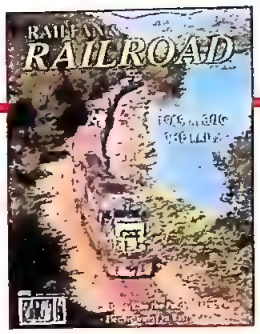
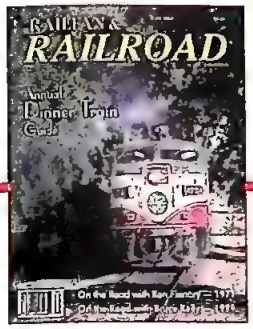
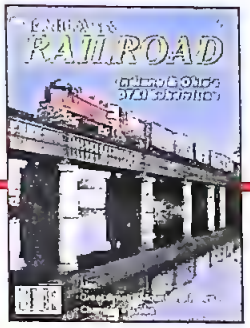
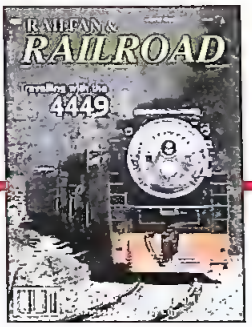
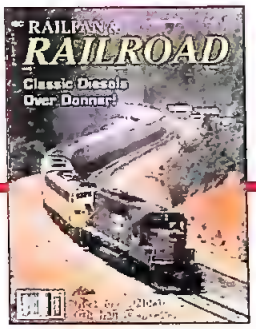
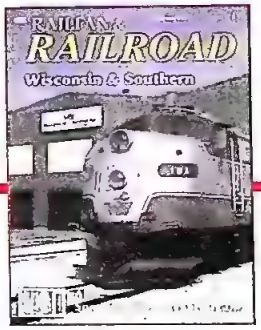
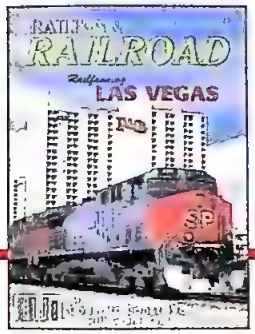
AMTRAK ACROSS AMERICA

TOP: **Amtrak Dash 9-P42B 108 speeds train No.99, running from Boston to Newport News, through Alexandria, Virginia, on March 5th.** RIGHT: **The northbound and southbound Coast Starlights meet at San Luis Obispo, California, on June 4th. The northbound (running 90 minutes late) has an F40, P42 and F59 leading, while P42 No.118 leads the southbound.** BELOW: **On January 25th, a major snowstorm dumped 21 inches of snow on the Washington-Baltimore area. The following day, all Federal and state government offices were closed, as were most private firms. On the Northeast Corridor, however, most Amtrak and MARC trains ran on schedule. A southbound Metroliner passes through Bowie, Maryland, on schedule on January 26th.**

WALTER A. APPEL

ALEX MAYES



RAILFAN & RAILROAD INDEX TO VOLUME 19 2000

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A

"A Man and His Locomotive":
Sep00 44
"A New Life for Haley Tower":
Jun00 6
"A Secret City and a Not So Secret Train":
Aug00 44
"A Winter Day":
Jan00 62
"Abandonment Planned for Camas Prairie":
Sep00 6
"Acela Testing Begins in New England":
Feb00 46
Acuna, Mark (Winterail):
Jun00 62
Adams, J Foster:
"100 Years of Railroad Photography" Dec00 47
Age of Steam Museum:
adds historic diesels to collection Jul00 27
Agence Metropolitaine de Transport:
Leasing Amtrak and VIA F40s Jan00 32
starts Riverain tourist service Nov00 29
Alaska Railroad:
SD70 leaves GMLG plant May00 45
SD70MAC's operate in Alaska Oct00 28
Alder Gulch Short Line:
Ferrocarril Mexico No.12 in service Jan00 17
Ale 8:
Nov00 64
"All the Way Across":
Nov00 30
Alstom:
Contract with NJ Transit for coaches Feb00 26
remanufactures SD40-2s for FURX Jun00 27
American Freedom Train:
"The Train That Did It" Dec00 44
"American Influence Down Under":
Mar00 30
American Locomotive Company:
"Dilworth's Ugly Duckling" Jan00 34
"North of the Border (at last)" Jun00 20
American Spirit dinner train:
Aug00 53
Amtrak:
Acela deliveries begin from Bombardier Sep00 49
Acela start-up delayed Nov00 26
"Acela Testing Begins in New England" Feb00 46
Amfleet cars upgraded for Acela Apr00 27
"Amtrak's New Addition: The *Kentucky Cardinal*"
Apr00 46
announces return to Las Vegas Mar00 26
California commits funding Aug00 26
Changes San Diegans to Surfliners Mar00 26
"Classic Donner Pass" Sep00 28
"Coast to Coast on Amtrak" Oct00 42
"Dump Truck Challenges *Kentucky Cardinal*"
Nov00 51
"Electric Train to Boston" May00 6
expansion plans unveiled Jun00 26
F40s in Montreal commuter service Jan00 32
handles refrigerated produce Feb00 26
HHP locomotives enter service Nov00 26
International gets single-level cars Dec00 32
Kentucky Cardinal begins service Mar00 26
Kingdome implosion Aug00 26
Lake Country Limited debuts Aug00 27
"The Last Passenger Units" Aug00 30
Marks, Miss., becomes stop Feb00 26
New Mexico service planned Dec00 32
new trains start under expansion program Jul00 26
operates over Steamtown line Sep00 49
"Railfanning on Foot" Jun00 42
record setting summer for ridership Dec00 32
refurbished turbo sets ready Jul00 29
ridership gains on state-supported trains May00 26
riding Carolinian and Crescent Apr00 62
Spartanburg, S.C., station renovated Feb00 26
"'Super Sunday' Finale for Amtrak's F40s" Apr00 6
Talgo granted waiver on crush tests Dec00 32
Talgo visits Phoenix Oct00 27
Upgrades Keystone service Feb00 26
"Amtrak's New Addition: The *Kentucky Cardinal*":
Apr00 46
Anders, Kurt (article by):
"A Man and His Locomotive" Sep00 44
April Fool's joke:
Apr00 27
"Artwork of a Railroader":
Nov00 40
Ashley, George:
"4449: Travelling with a 4-8-4" Aug00 36
Association of American Railroads:
"Railroad Test Tube" Jan00 50
"At Work on the Pacific Harbor Line":
May00 38
Atchison, Topeka & Santa Fe:
"Crossing the Texas Panhandle Part 1" Jan00 38
"Crossing the Texas Panhandle Part 2" Feb00 30
"The Last Passenger Units" Aug00 30
"Route 66: Main Street of the Southwest" Dec00 36
Austin Steam Train Association:
operates RSD15 No.442 Dec00 35
SP No.786 has cylinder cracks Aug00 16
Australia:
"American Influence Down Under" Mar00 30
Auto-Max railcars debut:
Feb00 27

B

B&O Railroad Museum:
mentor series visit Aug00 62
"Popular Photography Visits the B&O Railroad Museum" Aug00 6
"Back in Black":
Nov00 6
"Back on Track":
Oct00 6
"Badger State Success Story":
Oct00 30
Baie de Chaleur Railway:
"New Brunswick Alternative Part 2" Nov00 56
Bailey, Frederick G. (articles by):
"East Branch & Lincoln No.5 Steams Again" Jan00 48
"Steam Conquers Crawford Notch" Mar00 6
Bailey, Frederick G.:
COVER ONE Dec00 6
FINAL FRAME photo May00 62
Baker, Tom (EastRail):
May00 59
Baltimore & Ohio:
"All the Way Across" Nov00 30
Barker, Bob:
"Coast to Coast on Amtrak" Oct00 42
Barlow, Jimmy W. (article by):
"The Train That Did It" Dec00 44
Barnes, Richard, Jr.:
COVER ONE Dec00 6
WE'D LIKE YOU TO MEET Dec00 31
Barry, Steve (articles by):
"Croton 1958?" Sep00 54
"Hudson River Lightning Stripes" Feb00 6
"Narrow Gauge Splendor" Jan00 64
"NRHS 2000 Convention" Oct00 8
"Photography Field Day at Monticello" Sep00 8
"Popular Photography Visits the B&O Railroad Museum" Aug00 6
Barry, Steve:
EastRail May00 59
Summerail Nov00 62
Bay Colony:
Cape Cod Canal bridge repaired Mar00 26
Beebe, Lucius:
"100 Years of Railroad Photography" Dec00 47
Beier, Glenn (Winterail):
Jun00 62
Bell, James P. (article by):
"James J. Hill Days" Feb00 44
Belt Railway of Chicago:
joint operations center established Sep00 26
Benson, Ted (Winterail):
Jun00 62
Bessemer & Lake Erie:
delivery of 11 SD40-3s Apr00 29
"Erie Railfan Action" Mar00 38
"Blue Mountain in the Palouse":
Apr00 37
Blue Mountain Railroad:
"Blue Mountain in the Palouse" Apr00 37
BNSF:
"4449: Travelling with a 4-8-4" Aug00 36
AC4400CW on GE test track Feb00 27
Agricultural Products special train Dec00 33
Announces merger with Canadian National Mar00 26
Auto-Max cars debut Feb00 27
"Back in Black" Nov00 6
Boeing fuselages stored in Nebraska Jun00 48
builds footbridge at Essex Dec00 32
CN merger called off Oct00 26
CN merger opposed May00 26
"Crossing the Texas Panhandle Part 1" Jan00 38
"Crossing the Texas Panhandle Part 2" Feb00 30
"Galesburg Safety Express" Sep00 43
"Here Comes Santa Claus!" Apr00 61
Hosts Buy Rides excursion Jan00 33
Ice Cold Express service doubled Oct00 27
"James J. Hill Days" Feb00 44
joint operations center established for BRC Sep00 26
KCS haulage service to NS Sep00 26
Kingdome implosion Aug00 26
"The Last Passenger Units" Aug00 30
"North of the Border (at last)" Jun00 20
"Route 66: Main Street of the Southwest" Dec00 36
STB declares merger moratorium Jul00 26
"Stompin' to Galesburg" Oct00 62
testing AC4400CW's Apr00 29
"What's in Store for BNSF?" Mar00 60
Boeger, James:
FINAL FRAME photo Aug00 66

Boeing:
fuselages stored on BNSF Jun00 48
Bohl, Charles W. (article by):
"Union Pacific's Yoder Subdivision" Mar00 36
Bombardier:
Acela deliveries begin via VRS to Amtrak Sep00 49
Contract with Metrolink for 28 new bi-level cars Feb00 26
Book reviews:
Atlantic Coast Line Passenger Service: The Post-war Years (Goolsby) Jul00 54; BNSF 1999 Annual (Del Grosso) Sep00 22; BNSF Railway 1998 Annual (Del Grosso) Mar00 54; Building of the New Rapid Transit System of New York City Circa 1915 (Lavis Feb00 54; Captive Caboose in America (Kirkpatrick) Jul00 54; Chesapeake & Ohio Cabooses: 90700 Series (Jones & Samuell) Sep00 22; Chessie System Cumberland Action (Biery) Aug00 54; Chicago, Burlington & Quincy in Color Vols. 1-3 (Spoor) Aug00 55; Classic American Streamliners (Schafer & Welsh) Apr00 20; Colorful Memories of Reading's Shamokin Division (Bernet) May00 18 ;CSX Keystone Subdivision (Borkowski) Jul00 54; Landmarks on the Iron Road (Middleton) Aug00 54; Lehigh Valley Railroad Locomotive Development (Anthracite RHS) Aug00 55; Malbone Street Wreck (Cudahy) Sep00 22; Milwaukee Electrics (Holley) Jun00 50 Montana Rail Link Locomotives and Rolling Stock 2000 (Del Grosso) Nov00 50, Norfolk & Western Passenger Service (Warden) Oct00 22; Northern Indiana Railway (Bradley) May00 18; Northwest Region Timetable No.6 (Altamont Press) Nov00 50; Official 2000 Edition Locomotive Rosters & News (Kerr) May00 20; One Track Mind (Benson) Dec00 25; Railfan's Guide to the Empire State (Mech) Jun00 50, Santa Fe - All the Way Vol. 1, 1940s-1966 (Marvel) Feb00 53; Steam Locomotive - A Century of North American Classics (Boyd) Dec00 29; Streamliner Memories (Schafer) Apr00 20; Trackside Around Chicago 1957-1965 (DeRouin) Feb00 52, Trackside Around Scranton, Pa., 1952-1976 (Yungkurth) Mar00 53; Union Pacific Official Color Photography Book II (Schmitz and Yanosey) Mar00 53; Working on the Western Maryland (Morgenstern) Apr00 22
Boone & Scenic Valley:
operates triple-header Sep00 48
Borkowski, Rich, Jr. (article by):
"The Changing Face of Sand Patch" Oct00 38
Borovec, Harold:
"A Man and His Locomotive" Sep00 44
Boston & Maine:
"All the Way Across" Nov00 30
No.1455 to Danbury Railway Museum Jul00 28
No.3713 under repair at Steamtown Aug00 16
Boyd, Jim:
Donates model board to Rochelle Feb00 62
Boyd, Jim (articles by):
"Dilworth's Ugly Duckling" Jan00 34
"North of the Border (at last)" Jun00 20
Brady, Mathew:
"100 Years of Railroad Photography" Dec00 47
Broadway Dinner Train:
Mar00 52
Brown, Dave:
"4449: Travelling with a 4-8-4" Aug00 36
Brown, Laura:
"4449: Travelling with a 4-8-4" Aug00 36
Brown, Steve (EastRail):
May00 59
Buffalo & Pittsburgh:
"Erie Railfan Action" Mar00 38
Burchak, "T-shirt" Mike:
"4449: Travelling with a 4-8-4" Aug00 36
Burlington Northern:
"Heir to the Inland Empire" Apr00 30
"The Last Passenger Units" Aug00 30
Buy Miles provate car group:
tours western states Jan00 33

C

Calisi, Joe (article by):
Pittsburgh PCC Farewell" Jan00 67
Camas Prairie RailNet:
"Abandonment Planned for Camas Prairie" Sep00 6
operates Lewston Excursion Dinner Train Aug00 52
CAMERA BAG:
AOL and the Internet Jun00 60; Computer basics for railfans Apr00 51; Creating a website Sep00 53, Expanding the website Nov00 46; History of the Internet May00 48; Images and tables on the website Dec00 58; Images for the Internet Aug00 25; JPEGs, GIFs and Scanners Jul00 52; Railfanning in the 20th Century Feb00 60; Remembering the 20th Century Jan00 68; The Next Generation Mar00 18; www.geocities.com/jboydcbag/ Oct00 56
CANAC:
"Oasis in the Desert" Nov00 34
Canadian National:
announces merger with BNSF Mar00 26
BNSF merger called off Oct00 26
BNSF merger opposed May00 26
GMD1s sold to Cuba Jun00 27
joint operations center established for BRC Sep00 26
"New Brunswick Alternative Part 1" Oct00 45
No.6060 has cracked flue sheet Nov00 19
STB declares merger moratorium Jul00 26
Canadian Pacific Railway:
"A New Life for Haley Tower" Jun00 6
joint operations center established for BRC Sep00 26
"The Last Passenger Units" Aug00 30
leases ex-Soo SD40-2s Apr00 28
No.2839 heading for display Aug00 29
opposes BNSF/CN merger May00 26
re-routes trains around Chicago congestion Feb00 28
Royal Canadian Pacific service starts Dec00 32
SD90/43MAC meets 4-6-2 at Steamtown Mar00 28
sells lines to Westcan Rail Dec00 32
Soo GP9s to be retired May00 44
StL&H runs to Long Island Jun00 26
vintage tour train started May00 27
Canadian Railway Museum:
restores two cab units Dec00 34
Canon City & Royal Gorge:
"Experiencing the Rio Grande" Jan00 70
offers cab rides Feb00 26
Cantrall, Larry L. (article by):
"Nevada State Railroad Museum at Boulder City" Nov00 44
"Oasis in the Desert" Nov00 34
Cape Breton & Central Nova Scotia:
Bras D'Or begins operations Sep00 49
VIA train to run over line Jan00 30
Cape Cod Central:
assumes operations on Cape Cod May00 26
Carnahan, Mel:
charters St. Louis Car Company train Dec00 34
Cascade Railcorp:
embargoes two lines Dec00 32
"Casey Jones at Milepost 100":
Aug00 20
Cash, Johnny:
Nov00 63
Cass Scenic Railroad:
places Shay No.11 in service Mar00 26
Celebrate the Century Express:
Final Frame Mar00 66
Central Wisconsin Railroad:
"Badger State Success Story" Oct00 30
"The Changing Face of Sand Patch":
Oct00 38
Chehalis-Centralia Railroad Association:
"A Man and His Locomotive" Sep00 44
Chesapeake & Ohio No.614:
auction date announced Jul00 26
auction results in no buyer Oct00 26
Chesapeake Railway Association:
operates excursion on Indian Head Central Aug00 29
Chicago & North Western:
Abandoned line may be returned by WC Apr00 26
Boone, Iowa, coaling tower demolished Feb00 29
"Dilworth's Ugly Duckling" Jan00 34
No.1385 rebuilt Jul00 21
Chicago, Burlington & Quincy:
"All the Way Across" Nov00 30
Chicago, Milwaukee, St. Paul & Pacific:
"Badger State Success Story" Oct00 30
Chicago, Rock Island & Pacific:
E6 restored Jun00 49
Chicgao Chapter NRHS:
"Galesburg Safety Express" Sep00 43
Chicwak, Terry (Summerall):
Nov00 62
Circus World Museum:
circus train to roll Aug00 26
"Classic Donner Pass":
Sep00 28
"Classic Southern Railroading":
Apr00 40
"Coast to Coast on Amtrak":
Oct00 42
Colorado Railroad Museum:
builds roundhouse Sep00 55
Conrail:
"Four Days Back East" Jun00 28
"The Last Passenger Units" Aug00 30
refreigerator car preserved Jun00 48
Conrail Shared Assets:
caboose painted by NS Feb00 29
Conrail Technical Society:
refreigerator car preserved Jun00 48
Conway Scenic Railroad:
"Steam Conquers Crawford Notch" Mar00 6
Corpus Christi Terminal Railroad:
paints CF7s May00 45
COVER ONE CONTEST:
Dec00 6
Cow Parade 2000:
"NRHS 2000 Convention" Oct00 8
Crammer, Dave (article by):
"At Work on the Pacific Harbor Line" May00 38
Cripple Creek & Victor:
Dec00 16
Crossing the Texas Panhandle, Part 1":
Jan00 38
"Crossing the Texas Panhandle Part 2":
Feb00 30
"Croton 1958?":
Sep00 54
CSX:
"A New Life for Haley Tower" Jun00 6
B&O position lights falling Nov00 28
"The Changing Face of Sand Patch" Oct00 38
Diversity in Motion logo with GE Oct00 28
"Erie Railfan Action" Mar00 38
"Four Days Back East" Jun00 28
FURX SD40-2s from Alstom Jun00 27
joint operations center established for BRC Sep00 26
"The Last Passenger Units" Aug00 30
opposes BNSF/CN merger May00 26
"Pulling Down the Past at Liberty Street" Jun00 24
"Railfans Welcome in Georgia" Apr00 20
realigns divisions Apr00 26
SD70MAC's being delivered May00 44
Trackage rights on NS Chicago Line Apr00 28
UP Republican Convention special trains Nov00 29
Cuba:
"Frozen inTime: Cuba's Sugar Cane Railroads" Jul00 56
"Cuba: So close, yet so far":
Jul00 42
Cumbres & Toltec Scenic:
"Narrow Gauge Splendor" Jan00 64
search for operator continues Apr00 26
shop work on locomotives Apr00 26

D

Dakelman, Mitch (EastRail):
May00 59
Dakota Rail:
ceases operation Nov00 26
Dakota, Missouri Valley & Western:
fire destroys town, train May00 26
D'Amato, Nicholas (article by):
"Strasburg's Steam-Powered Plow Trains" May00 8
Danbury Railway Museum:
acquires B&M No.1455 Jul00 28
Conrail refreigerator car preserved Jun00 48
"Croton 1958?" Sep00 54
"NRHS 2000 Convention" Oct00 8
Daylight Locomotive & Machine:
"North of the Border (at last)" Jun00 20
Delaware & Hudson:
"North of the Border (at last)" Jun00 20
Delaware-Lackawanna.
adds No 4118 to Alco fleet Jul00 29
Denver & Rio Grande Western:
Experiencing the Rio Grande Jan00 70
"Narrow Gauge Splendor" Jan00 64
Detroit, Toledo & Ironton:
"Indiana & Ohio's DT&I Subdivision" Jul00 36
Dilworth, Dick
"Dilworth's Ugly Duckling" Jan00 34
"Dilworth's Ugly Duckling":
Jan00 34
Dinner Train Guide:
Jun00 29
Diversified Rail Services:
Soo Line No.2719 undergoes repairs Jan00 15
Dorland, Pete:
"4449: Travelling with a 4-8-4" Aug00 36
Dover Harbor (private car):
"NRHS 2000 Convention" Oct00 8
DRURY ON BOARD:
Bad train rides Dec00 20; Beware of European railroads Oct00 25; Dissecting a press release Aug00 24; Games railfans play Jun00 18; Picking up steam Apr00 18
Drury, George H. (article by):
"All the Way Across" Nov00 30
Duling, Pat:
"4449: Travelling with a 4-8-4" Aug00 36
Duluth & Northeastern:
No.14 to Fillmore & Western Jul00 22
Duluth, Missabe & Iron Range
winter ore trains return Jun00 48
"Dump Truck Challenges Kentucky Cardinal":
Nov00 51
Durango & Silverton Narrow Gauge:
Durango Railfest Dec00 26
Experiencing the Rio Grande Jan00 70

E

"East Branch & Lincoln No.5 Steams Again":
Jan00 48
East Broad Top:
holds fall spectacular Jan00 33
water tank vandalized May00 26
East Tennessee Technology Park:
"A Secret City and a Not So Secret Train" Aug00 44
Eastern Tennessee & Western North Carolina:
steam returns to Doe River Gorge Jul00 22
EastRail:
line-up announced Mar00 62
Edwards Motor Car Co.:
starts producing rail cars again Feb00 16
Edwards, Scott:
"4449: Travelling with a 4-8-4" Aug00 36
"Electric Train to Boston":
May00 6
Electro-Motive Division:
(see also "General Motors Locomotive Group")
"American Influence Down Under" Mar00 30
CN GMD1s sold to Cuba Jun00 27
"Dilworth's Ugly Duckling" Jan00 34
GMLG expands product line Oct00 26
LaGrange, Ill., plant demolished Aug00 28
Employee Appreciation Specials:
"Back in Black" Nov00 6
ENGINEER'S SEAT:
A Conrail Christmas Present Jan00 19; It took 'em 19 years Mar00 22; Knights of the Road Nov00 47; Light Green Beetle May00 22; Rider Sep00 18; When is a C&O steam locomotive not a C&O engine? Jul00 18
Erie Mining:
LTV Minnesota operations set to close Sep00 26
"Erie Railfan Action":
Mar00 38
Erlich, Peter (Winterail):
Jun00 62
Etzel, Frank (EastRail):
May00 59
Eudaley, Kevin (Summerall):
Nov00 62

F

Federal Railroad Administration:
"Railroad Test Tube" Jan00 50
Fillmore & Western:
acquires D&NE No.14 Jul00 22
FINAL FRAME:
Celebrate the Century Express Mar00 66
Conrail on the Port Road Jul00 66
Conrail peeling paint Feb00 66
F-Units in Crawford Notch May00 62
grade crossing at sunset Aug00 66
Iowa Interstate by goose mailbox Oct00 66
rails into the sunset Dec00 74
RF&P fallen flags Sep00 65
Rock Island shop Jan00 74
SP on Soldier Summit Apr00 66
Tennessee Homecoming Special Jun00 66
Western Maryland Scenic Nov00 66
Fitzgerald, Ken:
COVER ONE Dec00 6
FINAL FRAME photo Dec00 74
Flanary, Ron (article by):
"Railfanning on Foot" Jun00 42
Flanary, Ron (EastRail):
May00 59
Fletcher, George:
departs Carstens Publications Nov00 62
Fletcher, George (article by):
"Coast to Coast on Amtrak" Oct00 42
Florida East Coast:
paints diesel in classic scheme Apr00 26
paints No 2000 in classic scheme Jul00 27
Flowers, Andy (article by)
"Relief for Kosovo" Feb00 56
Forney Transportation Museum:
Big Boy 4005 awaits new museum Sep00 56
Fort Smith Railroad:
sells GP9 to NY&GL Sep00 48
"Four Days Back East":
Jun00 28
"4449: Travelling with a 4-8-4":
Aug00 36
Frazier, Clark (Winterail):
Jun00 62
Freimund, Dan:
FINAL FRAME photo Sep00 65
Fresco No.1522:
"Stompin' to Galesburg" Oct00 62
"Frozen inTime: Cuba's Sugar Cane Railroads":
Jul00 56
Fuller, John (article by):
"A New Life for Haley Tower" Jun00 6

G

Galesburg Railroad Days:
"Stompin' to Galesburg" Oct00 62
"Galesburg Safety Express":
Sep00 43
Gallegos, Bob (articles by):
"Galesburg Safety Express" Sep00 43
"Streetcars Return to Kenosha" Oct00 21
Galloping Goose Historical Society:
RGS coach 256 to Dolores Jan00 16
Gateway Western:
"Here Comes Santa Claus!" Apr00 61
Geary, Kermit E., Jr.:
FINAL FRAME photo Mar00 66
General Electric:
AC4400CW's delivered to KCS Mar00 27
AC4400CW's test on BNSF Apr00 29
B23-7s to new railroads Apr00 28
Diversity in Motion logo with CSX Oct00 28
"Erie Railfan Action" Mar00 38
Tests BNSF AC4400CW Feb00 27
General Motors Locomotive Group:
(see also "Electro-Motive Division")
Alaska power leaves plant May00 45
CSX SD70MAC's being delivered May00 44
hosts open house Dec00 34
new product lines added to EMD Oct00 26
SD70M's arrive on UP Sep00 27
UP SD90MAC's moving over NS Apr00 29
Genesee & Wyoming:
operates 100th Anniversary trip Mar00 29
Georgetown Loop:
sends No.40 to Alaska Mar00 14
Gerbracht, Steve (article by):
"Erie Railfan Action" Mar00 38
Golden Sunset Dinner Train:
Sep00 52
"Goodbye, My Friends":
Mar00 46
Gordon, Lee (Summerall):
Nov00 62
"Great Guatemalen Rail Adventure":
Jul00 51
Great Miami & Western:
"A Winter Day" Jan00 62
Sells B23-7 to Reading & Northern Apr00 28
"Great Smoky Mountains Railway":
Jul00 30
Green Mountain Railway:
Leases SD90MAC's Aug00 29
Guatemala:
"Great Guatemalen Rail Adventure" Jul00 51
Gulf & Ohio:
Purchases Laurinburg & Southern Feb00 29

H

Hackleman, Phyllis:
COVER ONE Dec00 6
WE'D LIKE YOU TO MEET Dec00 30
Hadley, E. Forrest (Winterail):
Jun00 62
Haley Tower Historical & Technical Society:
"A New Life for Haley Tower" Jun00 6
Hamlin, George (Summerall):
Nov00 62
Harris, David (article by):
"Railfans Welcome in Georgia" Apr00 20
Heber Valley:
Great Western No.75 nears completion Sep00 55
"Heir to the Inland Empire":
Apr00 30
Henderson Mine:
"Mine Tram" Jul00 6
Henry Ford Museum:
Jun00 51
"Here Comes Santa Claus!":
Apr00 61
Hesston Steam Museum:
Apr00 60
Hillebrant, Thomas (articles by):
"Blue Mountain in the Palouse" Apr00 37

...ng Inland E... ...r00 30
...(article by)
...Influence Down Under" Mar00 30
...River Lightning Stripes"
...6
Hi... Chelsea & Wakefield
performs test run of expanded service Feb00 28
Hurricane Floyd
damages Wilmington & Western, floods New Jersey Jan00 31

I

I&M Rail Link:
hosts excursions Nov00 28
joint operations center established for BRC Sep00 26
new city water tank at Davis Junction, Ill. Jul00 28
Illinois Central:
"Casey Jones at Milepost 100" Aug00 20
"The Last Passenger Units" Aug00 30
Indian Head Central.
operates excursion Aug00 29
"Indiana & Ohio:
"Indiana & Ohio's DT&I Subdivision" Jul00 36
"Indiana & Ohio's DT&I Subdivision":
Jul00 36
Indiana Harbor Belt.
joint operations center established for BRC Sep00 26
Iowa Interstate:
new Cedar Rapids & Iowa City connection Jul00 27

J

Jackson, Tommy:
Final Frame photo Jun00 66
"James J. Hill Days":
Feb00 44
James, Fred (Winterrail):
Jun00 62
Jennings, Barton (article by):
"A Secret City and a Not So Secret Train" Aug00 44
Johnson Rail Service:
leases locomotives to Laurinburg & Southern
Feb00 29

K

Kansas City Southern:
adds capacity to main line Sep00 27
Kansas City Southern:
Gets first GE's Mar00 27
haulage service between BNSF and NS Sep00 26
"The Last Passenger Units" Aug00 30
Kawasaki:
plans railcar plant in Nebraska Dec00 32
Kelcec, Tom (article by):
"4449: Travelling with a 4-8-4" Aug00 36
Keller, Frank (Cover One):
Dec00 6
Kelly, Bruce (articles by):
"Abandonment Planned for Camas Prairie" Sep00 6
"Back in Black" Nov00 6
"Four Days Back East" Jun00 28
"What's in Store for BNSF?" Mar00 60
Kelly, Thomas (article by):
"Operation Lifesaver in New Orleans" Feb00 57
Kenosha Transit:
"Streetcars Return to Kenosha" Oct00 21
King, Leo (articles by).
"Acela Testing Begins in New England" Feb00 46
"Electric Train to Boston" May00 6
Kistler, Stan:
receives Winterail Hall of Fame award Jun00 62
Kline, Tom:
Final Frame photo Apr00 66
Kool-Aid:
Aug00 28
Kozma, Leslie S. (article by):
"Union Pacific's Yoder Subdivision" Mar00 35
Krambles, George:
passes away Mar00 63
Kromer, Andrew:
We'd Like You to Meet Mar00 56
Kromer, Andrew (article by):
"Erie Railfan Action" Mar00 38

L

Lake State Railway:
introduces C425MAC Jan00 33
Lake Superior & Ishpeming:
painting U30C's and C30-7s Mar00 29
LaMay, Robert (article by):
"'Super Sunday' Finale for Amtrak's F40s" Apr00 6
Lang, Bill (article by):
"Operation Lifesaver in New Orleans" Feb00 57
Las Vegas & Tonopah Railroad:
"Oasis in the Desert" Nov00 34
"The Last Passenger Units":
Aug00 30
Laurinburgh & Southern:
sold to Gulf & Ohio Feb00 29
Lavacot, George:
"4449: Travelling with a 4-8-4" Aug00 36
Lehigh Valley:
"Reading & Northern's Lehigh Line" Sep00 36
Lehigh Valley Scenic Railway:
Work stops on CPR Hudson 2839 Feb00 22
Leopard, John (Cover One):
Dec00 6
Lewiston Excursion Dinner Train:
Aug00 52
Lineside Legacy:
A roundhouse for the Colorado Railroad Museum Sep00 55; ACL 143 restoration Jun00 54; Alder Gulch Short Line Jan00 17; American steam in Japan Feb00 16; Boston & Maine No.3713 repairs Aug00 16; CN No.6060 has problems Nov00 19; Colorado's two-foot gauge Dec00 16; Council Bluffs rail displays moved Feb00 20; CPR 2839 work stops Feb00 22; Doe River Gorge steam return Jul00 22; Duluth & Northeastern No.14 to Fillmore & Western Jul00 22; Edwards Motor Car Co. reborn Feb00 16; Everett No.11 Jun00 55, Forney Museum update Sep00 56; Georgetown Loop No 40 to Alaska Mar00 14; Great Western No.75 nears completion Sep00 55; Henry Ford Museum Jun00 51; Hesston Steam Museum Apr00 60; Medco Willamette No.4 Oct00 54; MoPac RS3 restoration Sep00 56; Mount Dora Scenic Railroad Nov00 19; Northern Pacific rotary restored Jan00 14; NYC 0-6-0 to Utica Jan00 17; *Olomana* loaned to Railroad Museum of Pa. Jun00 54, Rio Grande Southern coach 256 Jan00 16; Roaring Camp's *Kahuku* Jul00 21; Shelburne Falls Trolley Museum Oct00 55, Sierra Railway No 3 repairs Jul00 22; Soo Line 2442 gets a roof Nov00 19; Soo Line 2719 repairs continue Jan00 14; Southeastern Railway Museum reopens Mar00 14, Southern Pacific No 2472 repairs Aug00 17; Southern Pacific No 786 woes Aug00 16; Steam under epair across the country Aug00 16, Two No.71s in Colorado Sep00 57; Wiscasset, Waterville & Farmington May00 49
Long Island Rail Road
GP38-2s leave on barge Mar00 28
Louisville & Indiana.
"Amtrak's New Addition: The *Kentucky Cardinal*" Apr00 46
Louisville & Nashville:
R.J. Corman reopens former branch line Jul00 26
LTV Steel:
Minnesota operations set to close Sep00 26

M

Maine Central:
"Steam Conquers Crawford Notch" Mar00 6
Manhattan Project:
"A Secret City and a Not So Secret Train" Aug00 44
Maps:
Amarillo, Tex. Jan00 42
Chehalis-Centralia Railroad Association Sep00 39
dinner trains in North America Jun00 32
Erie, Pa. Mar00 42
Las Vegas area Nov00 36
Pacific Harbor Line May00 40
Quebec-New Brunswick routes Oct00 48
rails in the Palouse Apr00 32
Reading, Blue Mountain & Northern Sep00 39
Texas panhandle railroads Jan00 42
UP Yoder Subdivision Mar00 36
Wisconsin & Southern Oct00 32
MARC:
observation car for special moves Sep00 48
McClelland, Bradley:
EastRail May00 59
Final Frame photo Feb00 66
McClelland, Bradley (article by):
"A Winter Day" Jan00 62
"Indiana & Oh.o's DT&I Subdivision" Jul00 36
McCormack, Doyle:
"4449: Travelling with a 4-8-4" Aug00 36
"North of the Border (at last)" Jun00 20
McGilligan, Peter (article by):
"Reading & Northern's Lehigh Line" Sep00 36
McGinn.s, Shaun (Cover One):
Dec00 6
McKee, Garland (Summerail):
Nov00 62
McMillan, Joe:
EastRail May00 59
Summerail Nov00 62
Meeker, Ken (Winterail):
Jun00 62
Metrolink:
Contracts for 28 new bi-level cars Feb00 26
"Here Comes Santa Claus!" Apr00 61
Metro-North Railroad·
first revenue train in Wassaic Nov00 28
FL9 receives stealth paint scheme Mar00 29
"Hudson River Lightning Stripes" Feb00 6
"NRHS 2000 Convention" Oct00 8
Wassaic extension opens Oct00 26
Middleton, Keel:
We'd Like You to Meet Feb00 55
Middleton, Keel (articles by):
"Crossing the Texas Panhandle Part 1" Jan00 38
"Crossing the Texas Panhandle Part 2" Feb00 30
Middletown & New Jersey:
"Four Days Back East" Jun00 28
Midland Railway:
restores Rock Island E6 Jun00 49
Miller, Larry:
"4449: Travelling with a 4-8-4" Aug00 36
Milwaukee Road 261:
"James J. Hill Days" Feb00 44
Milwaukee Road No.261:
"Galesburg Safety Express" Sep00 43
operates to Galesburg Sep00 48
"Mine Tram":
Jul00 6
Minnesota Central:
embargoed by Cascade RailCorp Dec00 32
Minnesota Commercial:
Acquires ex-Conrail B23-7s Apr00 28
Minnesota Northern:
sold by RailAmerica Dec00 32
Missouri Central:
Purchases UP trackage Jan00 30
Montana Rail Link:
gas local continues running Jun00 26
Monticello Railway Museum:
"Here Comes Santa Claus!" Apr00 61
Monticello Railway Museum:
"Photography Field Day at Monticello" Sep00 8
Moo-Tro North Cow-muler Railroad:
"NRHS 2000 Convention" Oct00 8
Mount Dora Scenic Railroad:
acquires W.T. Carter No.4 Nov00 19
Munson, Dan:
We' Like You to Meet Aug00 57
Munson, Dan (article by):
"The Last Passenger Units" Aug00 30
My Old Kentucky Dinner Train:
Jan00 56

N

"Narrow Gauge Splendor":
Jan00 54
National Railway Historical Society:
"NRHS 2000 Convention" Oct00 8
National Transcontinental Railway:
"New Brunswick Alternative Part 1" Oct00 45
Naugatuck Railroad.
"NRHS 2000 Convention" Oct00 8
Naval Weapons Station Earle·
excursion operates at base Oct00 56
Nebraska Zephyr Dinner Train:
expands schedule Mar00 52
Nelson, Andrew S. (articles by):
"Not Much Different, And Not Even Close" Aug00 48
"Out of Iowa" Dec00 54
Nelson, Bruce C. (article by):
"Badger State Success Story" Oct00 30
Nevada State Railroad Museum at Boulder City":
Nov00 44
"New Brunswick Alternative Part 1":
Oct00 45
"New Brunswick Alternative Part 2":
Nov00 56
New Brunswick East Coast:
"New Brunswick Alternative Part 2" Nov00 56
New England Central:
moves Swanton, Vt., station Jan00 32
New Jersey Transit:
adding 230 new coaches Feb00 26
"Four Days Back East" Jun00 28
Hudson-Bergen Light Rail opens Aug00 25
Hudson-Bergen line ready to open Jun00 49
South Jersey light rail groundbreaking Aug00 26
West Trenton service studied Oct00 26
New York & Greenwood Lake:
acquires GP9 from Fort Smith Sep00 48
New York Central:
0-6-0 No.6721 to Utica Jan00 17
"Croton 19587" Sep00 54
"Hudson River Lightning Stripes" Feb00 6
New York Cross Harbor:
floats LIRR GP38-2s on barge Mar00 28
trans-harbor tunnel proposed Nov00 26
New York, Susquehanna & Western:
"Four Days Back East" Jun00 28
"1999 Along the Rails":
May00 28
Noble's Rock Railroad:
embargoed by Cascade RailCorp Dec00 32
Norfolk Southern:
constructing Toledo Connection Oct00 27
Doube-tracks Rathole Division Jan00 30
"Erie Railfan Action" Mar00 38
Exhibit Car on tour Aug00 26
Grants trackage rights to CSX on Chicago Line
Apr00 28
"Here Comes Santa Claus!" Apr00 61
Increases capacity Feb00 26
joint operations center established for BRC Sep00 26
KCS haulage service to BNSF Sep00 26
"The Last Passenger Units" Aug00 30
moving UP SD90MAC's from GE Apr00 29
Operates special train for Trailer Train Feb00 28
opposes BNSF/CN merger May00 26
Paints Conrail caboose Feb00 29
Realigns divisions Apr00 26
street running in Erie, Pa., to be eliminated Sep00 26
"North of the Border (at last)":
Jun00 20
Northern Pacific:
"All the Way Across" Nov00 30
"Heir to the Inland Empire" Apr00 30
Rotary restoration Jan00 14
"Not Much Different, And Not Even Close":
Aug00 48
"NRHS 2000 Convention":
Oct00 8

O

"Oasis in the Desert":
Nov00 34
Ohio Central:
F-units in freight service Jul00 28
Olmstead, James (article by):
"Overpass 'Camera Ports'" Sep00 21
Olsen, Don (Winterail):
Jun00 62
Olson, Richard (article by):
"North of the Border (at last)" Jun00 20
On the Menu:
"My" train does it "my" way Jan00 58; Accidental dinner train Aug00 52; Amcuisine 2001 Nov00 20; Broadway's back story Mar00 52; Gifts from the Dining Car Dec00 56; Golden Sunset Dinner Train Sep00 52; Quad/Silver Service Oct00 52; Refund realities Apr00 50; Special circumstances make the meals special May00 46; Three bangs and a whimper Feb00 50; You gotta love these folks Jul00 50; On the Menu's 2000 Dinner Train Guide": Jun00 29
"100 Years of Railroad Photography":
Dec00 47
Ontario Northland:
Northlander service threatened by cuts Feb00 28
Operation Lifesaver:
"Galesburg Safety Express" Sep00 43
"Operation Lifesaver in New Orleans":
Feb00 57
Oslund, Gary:
"4449: Travelling with a 4-8-4" Aug00 36
"Out of Iowa":
Dec00 54
"Overpass 'Camera Ports'":
Sep00 21
Ozorak, Pierre (article by):
"Frozen inTime: Cuba's Sugar Cane Railroads"
Jul00 56

P

Pacific Harbor Line:
"At Work on the Pacific Harbor Line" May00 38
Palouse River & Coulee City:
"Heir to the Inland Empire" Apr00 30
Pend Oreille Valley:
operates ex-IC GP10s Mar00 62
Penn Central:
"Railfanning on Foot" Jun00 42
Pennsylvania Railroad:
"All the Way Across" Nov00 30
Perri, Mark:
EastRail May00 59
Final Frame photo Nov00 66
Perri, Mark (article by):
"Goodbye, My Friends" Mar00 46
Perry, Otto:
"100 Years of Railroad Photography" Dec00 47
Peterka, Fr Dale (article by):
"100 Years of Railroad Photography" Dec00 47
Philadelphia Chapter NRHS:
operates Farewell to Yellowbirds excursion on SEPTA Jul00 29
operates F-unit excursion over SEPTA Oct00 29
Photo Line:
1999 Along the Rails May00 28
Classic Southern Railroading Apr00 40
Winter Along the Rails Feb00 38
"Photography Field Day at Monticello":
Sep00 8
Pitarys, George S. (article by):
"New Brunswick Alternative Part 1" Oct00 45
"New Brunswick Alternative Part 2" Nov00 56
Pittsburgh PCC Farewell:
Jan00 67
Pohlpeter, Albert:
"4449: Travelling with a 4-8-4" Aug00 36
Pohlpeter, John "Clock Boy":
"4449: Travelling with a 4-8-4" Aug00 36
Popular Photography magazine:
at the B&O Railroad Museum Aug00 62
"Popular Photography Visits the B&O Railroad Museum":
Aug00 6
Port Authority Transit:
Pittsburgh PCC Farewell" Jan00 67
Porta-Siding:
Apr00 27
Porterfield, James D. (article by):
On the Menu's 2000 Dinner Train Guide" Jun00 29
Potter, Jay (article by):
"Pulling Down the Past at Liberty Street" Jun00 24
Powell, Frank W. (Cover One):
Dec00 6
Price is Right:
"Coast to Coast on Amtrak" Oct00 42
Providence & Worcester:
"NRHS 2000 Convention" Oct00 8
rare mileage trip over ex-Connecticut Central
Jan00 32
rebuilds out-of-service line in Connecticut Sep00 26
Puget Sound Railway Historical Assn.:
restoring NP rotary Jan00 14
"Pulling Down the Past at Liberty Street":
Jun00 24

Q-R

Quebec Railway:
"New Brunswick Alternative Part 2" Nov00 56
R.J. Corman:
My Old Kentucky Dinner Train Jan00 56
restores service to L&N branch in Tennessee
Jul00 26
RailAmerica:
acquires RailTex Jan00 30
assigns units to TP&W Aug00 28
sells Minnesota Northern and St. Croix Valley
Dec00 32
shuts down Dakota Rail Nov00 26
Railfair '99:
"4449: Travelling with a 4-8-4" Aug00 36
Railfanning is:
ALCS is baseball Jan00 72; BNSF horns at Mariners games Mar00 25, charter member of Conrail Shared Assets Society Feb00 51; finding the April Fool's joke Apr00 24; lullabye is City of New Orleans Dec00 63; missing lens cap Aug00 56; not hungry anymore Oct00 24; programming spell-check dictionary May00 59; rock steady shot while getting stung Sep00 25; studying new Amtrak routes Jul00 25
"Railfanning on Foot":
Jun00 42
"Railfans Welcome in Georgia":
Apr00 20
RailFun:
Bird watcher vs. railfan Mar00 53; BNSF/CN merger Apr00 51; Casey Jones in 2000 May00 47; cell calls for late trains Jul00 51; collecting Amtrak's pointless arrow Dec00 57; high fuel costs Oct00 53; interfering with work Jun00 51; pumpkin to a coach Nov00 47; railfan consus Aug00 53; millionaire game Sep00 53; Y2K problem Feb00 51; Year 2000 railfanning Jan00 57
Railroad Museum of New England:
"NRHS 2000 Convention" Oct00 8
Railroad Museum of Pennsylvania:

Olomana loaned to museum Jun00 54
"Railroad Test Tube":
Jan00 50
Railroadiana:
Blue Comet print Dec00 25; Canadian Pacific station clock Feb00 54; Railroad Heritage magazine Oct00 22; Railroad Museum of Pennsylvania screen saver Mar00 54; Railroad Rush Hour game Apr00 24
RailsWest Railroad Museum:
Moves equipment in Council Bluffs Feb00 20
RailTex:
Sold to RailAmerica Jan00 30
Rasmussen, John.
"4449, Travelling with a 4-8-4" Aug00 36
Reading & Northern.
see "Reading, Blue Mountain & Northern"
"Reading & Northern's Lehigh Line":
Sep00 36
Reading Company
F-units on SEPTA excursion Oct00 29
Reading, Blue Mountain & Northern:
acquires ex-Great Miami & Western B23-7 Apr00 28
"Reading & Northern's Lehigh Line" Sep00 36
retires U25B's Oct00 26
"Relief for Kosovo":
Feb00 56
Rio Grande Southern:
coach 256 to Dolores Jan00 16
Roaring Camp & Big Trees:
Kahuku back in steam Jul00 21
Robl, Ernest H. (article by):
"Great Smoky Mountains Railway" Jul00 30
Roche, Mike
Final Frame photo Jan00 74
Rochelle Railroad Park:
acquires model board Feb00 62
Rocky Mountain Railroad Club
"Mine Tram" Jul00 6
Rose, Matt:
"What's in Store for BNSF?" Mar00 60
Rosters:
Amtrak F40s Apr00 8
Palouse River & Coulee City/Blue Mountain Apr00 38
Wisconsin & Southern Oct00 32
"Route 66: Main Street of the Southwest":
Dec00 36
Royal Canadian Pacific:
service starts Dec00 32
Russell, A.J.:
"100 Years of Railroad Photography" Dec00 47

S

Salt Lake City Southern:
sold to Utah Railway Jan00 30
San Pedro, Los Angeles & Salt Lake:
"Oasis in the Desert" Nov00 34
Savio, Tom (article by):
"Casey Jones at Milepost 100" Aug00 20
Schafer, Mike (Summerail):
Nov00 62
Schmollinger, Steve (articles by):
"Classic Donner Pass" Sep00 28
"Route 66: Main Street of the Southwest" Dec00 36
Scott, Louie:
Apr00 62
Secret City Scenic Excursion Train:
"A Secret City and a Not So Secret Train" Aug00 44
SEPTA:
operates F-unit excursion Oct00 29
work trolley makes daylight run Sep00 27
Shaughnessy, Jim (Cover One):
Dec00 6
Shelburne Falls Trolley Museum:
Oct00 55
Shore Line East:
special trains to OpSail Nov00 29
Shore Line Trolley Museum:
"NRHS 2000 Convention" Oct00 8
Sierra Railroad.
traffic increases May00 26
Sierra Railway:
Funds to repair No.3 Jul00 22
operates Golden Sunset Dinner Train Sep00 52
Sinclair, Rob "Bevs":
"4449: Travelling with a 4-8-4" Aug00 36
Smedley, Steve:
Final Frame photo Oct00 66
SMS Rail Service:
Trona Baldwin No.52 delivered Mar00 28
Smykla, Peter, Jr. (article by):
"Great Guatemalen Rail Adventure" Jul00 51
Snell, Scott:
EastRail May00 59
Summerail Nov00 62
Soo Line
GP8s to be retired May00 44
No.2442 has roof placed over it Nov00 19
"Out of Iowa" Dec00 54
Soo Line No.2719:
"Back on Track" Oct00 6
undergoes repairs Jan00 15
Southeastern Railway Museum:
reopens at new site Mar00 14
Southern Appalachia Railway Museum:
"A Secret City and a Not So Secret Train" Aug00 44
Southern Oregon Chapter NRHS.
restores Medco Willamette No.4 Oct00 54
Southern Pacific:
"Classic Donner Pass" Sep00 28
fresh SP paint on UP power May00 45
No.2472 repairs Aug00 17
No.786 has cylinder cracks Aug00 16
"Railfanning on Foot" Jun00 42
Southern Pacific No.4449
"Back in Black" Nov00 6
"4449, Travelling with a 4-8-4" Aug00 36
"The Train That Did It" Dec00 44
St. Croix Valley Railroad:
sold by RailAmerica Dec00 32
St. Lawrence & Hudson:
re-routes trains around Chicago congestion Feb00 28
runs to Long Island Jun00 26
St. Louis Car Company:
chartered Carnahan campaign train Dec00 34
St. Louis Chapter NRHS:
restoring MoPac RS3 Sep00 56
St. Louis Steam Train Association:
"Stompin' to Galesburg" Oct00 62
"Steam Conquers Crawford Notch":
Mar00 6
Steamtown National Historic Site:
Amtrak train visits Sep00 49
B&M No.3713 in shop Aug00 16
CPR steam and diesel meet Mar00 28
Stettler, Bill "Butt Head":
"4449: Travelling with a 4-8-4" Aug00 36
"Stompin' to Galesburg":
Oct00 62
Strasburg Rail Road.
"Strasburg's Steam-Powered Plow Trains" May00 8
"Streetcars Return to Kenosha":
Oct00 21
Summerail at CUT:
event report Nov00 62
Super Steel Schenectady:
readies rebuilt Amtrak turbo sets Jul00 29
Super Sunday' Finale for Amtrak's F40s":
Apr00 6
Supreme Court of the United States:
grade crossing liability case decided Jul00 26
Surface Transportation Board:
BNSF-CN merger called off Oct00 26
moratorium on mergers Jul00 26
Sutphin, Clarke W. (Cover One):
Dec00 6
Suzie Q's:
Jun00 40
Sweeney, Pat (Summerail):
Nov00 62

T

Terminal Railroad Assn.:
Receives GP38-2s Mar00 29
Terry, Jeff (article by):
"Back on Track" Oct00 6
Texas & Pacific No.610:
"The Train That Did It" Dec00 44
Tillotson, Curt, Jr.:
WE'D LIKE YOU TO MEET Apr00 25
Tillotson, Curt, Jr. (article by):
"Classic Southern Railroading" Apr00 40
Tishomingo Railroad
starts service Nov00 27
Toledo, Peoria & Western:
RailAmerica units assigned Aug00 28
Tourist Railway Assn.:
Excursion on Cass Scenic Mar00 27
Tracy, "Sergeant" Pat:
"4449: Travelling with a 4-8-4" Aug00 36
Tracy, Justin "Big Foot":
"4449: Travelling with a 4-8-4" Aug00 36
Trailer Train:
Employee/shipper special on NS Feb00 28
"The Train That Did It":
Dec00 44
Trains Unlimited, Tours:
"Narrow Gauge Splendor" Jan00 64
TRANSIT CURRENTS:
American Public Transit Assn. 25th anniversary Apr00 58; Astoria Riverfront Trolley Jul00 59; Austin approves light rail Sep00 58; Baltimore light rail crash Oct00 60; BART gets seismic retrofit Mar00 59; Calgary approves light rail expansion Sep00 59; Caltrain changes coming Apr00 58; CalTrain expansion of service Aug00 58; Caltrain station renovations Feb00 59; Cars ordered for South Jersey light rail Feb00 58; Central Light Rail Line gets track work Mar00 59; Chicago Douglas Park line to be rehabbed Sep00 58; Connecticut Trolley Museum seeks help Mar00 59; Dallas ponders rail extension Jun00 58; Fort Collins seeks another Birney car Dec00 67; Fort Worth commuter service expands Oct00 59; Fort Worth station to be restored Sep00 58; Franklin Avenue shuttle reopens Mar00 58; grade crossing accidents on L.A. Blue Line May00 55; Grand Rapids, Grand Haven & Muskegon streetcar restored Jun00 59; Green Line repairs in Boston Mar00 59; Houston light rail moves ahead Jul00 58; Hudson-Bergen Light Rail line opens Oct00 58; Kenosha Electric Railway reborn Mar00 58; L.A. Red Line to North Hollywood Oct00 58; L.A.'s Blue and Orange lines Jul00 58; Los Angeles ridership good Aug00 58; Los Angeles studies new transit ways Dec00 67; Lowell trolley expansion? Apr00 59; MARC gets bilevel cars Oct00 59; MBTA to restore 11 PCC's Jun00 58; Metra seeks changes Jan00 66; Metrolink's 35 million passengers Oct00 59; Metrorail plans for future Feb00 58; Minneapolis/St. Paul Hiawatha Line Jul00 58; MUNI F-Line to Fisherman's Wharf May00 55; MUNI gets low grade Aug00 58; MUNI service unreliable Mar00 58; MUNI trolleys to Fisherman's Wharf Jun00 58; new cars for Portland Jun00 59; new manager for Pasadena Blue Line Jun00 58; New Penn Station for New York Feb00 59; New York MTA R-142 cars arrive Sep00 59; Newark PCC news Nov00 54; NYCTA improves rail service May00 54; Oregon Electric Railway Assn. Seeks Boeing LRV Jan00 66; Oregon Electric Railway Historical Society Oct00 59; PATH sets ridership record Nov00 54; Pittsburgh Overbrook line lets contracts Sep00 58; Pittsburgh PCC Farewell Jan00 67; Pittsburgh to study maglev Dec00 67; Portland rails head north Aug00 58; Rock Hill Trolley Museum finds supplies Apr00 59; Sacramento light rail extensions Dec00 66; Salt Lake City light rail may open early Feb00 58; Salt Lake City light rail success Nov00 54; Salt Lake City TRAX off track Jul00 59; San Francisco F-Line a must Dec00 66, San Francisco F-Line opens Oct00 58, San Francisco waterfront line start-up Apr00 59, San Francisco's Third Street Corridor Jan00 66, Seattle funding may run out Nov00 55, SEPTA expands commuter service Jun00 59, Silicon Valley light rail opens Mar00 58; Silver Spring light rail line opposed Oct00 60, South Shore cars in Bloomington Apr00 58, South Shore renewal May00 54; streetcars back on Canal Street Aug00 58, Trolley Museum at Scranton Mar00 59, Vancouver historic interurban May00 55
Transportation Technology Center:
"Railroad Test Tube" Jan00 50
Tri-Rail:
introduces new paint scheme Dec00 35
Trona:
Baldwin No.52 arrives at SMS Mar00 28
Tropicana
orders new refrigerator cars May00 26

U

Union Pacific:
Adds wings to diesels Apr00 26
"All the Way Across" Nov00 30
"At Work on the Pacific Harbor Line" May00 38
Boone, Iowa coaling tower demolished Feb00 29
Challenger runs on Sherman Hill Nov00 27
"Classic Donner Pass" Sep00 28
fresh SP paint on UP power May00 45
joint operations center established for BRC Sep00 26
"The Last Passenger Units" Aug00 30
Leases 1000 SD70s from EMD Jan00 30
Modesto street running discontinued Mar00 27
new SD90MAC's moving over NS Apr00 29
No.814 moves in Council Bluffs, Iowa Feb00 20
number patches on locomotives Oct00 29
"Oasis in the Desert" Nov00 34
"Oasis in the Desert" Nov00 34
"Operation Lifesaver in New Orleans" Feb00 57
opposes BNSF/CN merger May00 26
"Overpass 'Camera Ports'" Sep00 21
Powder River capacity expanded Aug00 26
Republican Convention special trains Nov00 29
Sells Missouri trackage Jan00 30
"Union Pacific's Yoder Subdivision" Mar00 36
UPY reporting marks Jun00 49
wings on SD70M's Sep00 27
Union Pacific Historical Society:
operates Challenger trip on Sherman Hill Nov00 27
"Union Pacific's Yoder Subdivision":
Mar00 36
United Railroad Historical Society of New Jersey:
operates excursion at naval station Oct00 56
Utah & California Railroad:
"Oasis in the Desert" Nov00 34
Utah Railway:
acquires Salt Lake City Southern Jan00 30
Valentine, Mike (Summerail):
Nov00 62

V

Valley Railroad:
"NRHS 2000 Convention" Oct00 8
Vantuono, William C. (article by):
"Cuba: So close, yet so far" Jul00 42
Vermont Rail System:
Acela deliveries begin from Bombardier Sep00 49
leases SD90MAC's Aug00 29
reactivates Conn River line Jun00 49
Via Rail Canada:
adds Nova Scotia tourist train Jan00 30
Bras D'Or begins operations Sep00 49
F40s in Montreal commuter service Jan00 32
Kool-Aid F40 Aug00 28
"New Brunswick Alternative Part 2" Nov00 56
new funding announced Jul00 26
VIA Rail Canada:
tests Eurostar cars Dec00 33
Video reviews:
20th Century Limited on TV (Pentrex) Apr00 54; A Look Back In Time: Vintage Views of the WP (Western Star) Jun00 19; Above 3751 Over Cajon (Pentrex) May00 51; Atlantic City Trolley Days (Transit Gloria Mundi) Mar00 21; Best of the Midwest Vol. II (Pentrex) Jul00 24; Black Diamonds Through the Dunes (Pentrex) Feb00 23; BNSF: Over the Fort Worth, Galveston and Houston Subs (G Train) Jan00 28; Change in the Tehachapis: BNSF's Mojave Sub (Highball) Jun00 19; Complete Ontario Northland ols. 1-2 (G. Train Video) Dec00 61; Duluth, Missabe & Iron Range Vols. 1-2 (Plets Express) Dec00 62; Extreme SP (Charels Smiley Presents) Jul00 23; Flangers, Spreaders & Rotary Snowplows (Pentrex) Apr00 53; From the Twin Ports to the Twin Cities (C. Vision) Nov00 23; Great American Circus & Show Trains (Pentrex) May00 56; Great Lakes Ships Vols. 1-2 (Plets Express) Dec00 63; Great Shortlines West (Charles Smiley Presents) Sep00 23; Historical Features of the Pennsylvania Railroad vols. 7-8 (Penn Valley) Sep00 25; Iron Highway (Chandos Television Productions) Mar00 20; Juice: The Final Three Electric Interurban Freight Survivors (Pentrex) Jul00 24; Kansas City Southern 1999 (Big E Productions) Oct00 19; KCS Across the Meridian Subdivision (Pentrex) Oct00 19; Lackawanna Steam Vols. 1-2 (Mark I Video) Oct00 17; Memories of Steam in the Northeast Vols. 2-3 (Mark I Video) Nov00 25; North to the Yukon (Catenary) Jun00 21; Passenger Trains of the 60's, Vols. 1-3 (Green Frog) Feb00 24; Rails to the Twin Ports (Pentrex) Nov00 24; Runnin' the Highline (Pentrex) Aug00 22, Sacramento Rails to the Golden State (Valhalla) Jan00 Sacramento Steam '99 (Pentrex) Mar00 19, Diego's Trolleys (Valhalla Video) Jun00 22, Film Archives 1. Daylights, Cab Forwards and Early Diesels (Pentrex) Jan00 27, SP When the Empire Was Intact (Charles Smiley Presents) Feb00 24; Steam Railway Premiere Collection Mallard and the Gresley A4s (Goodheart) Mar00 19; Steam Through the Piney Woods (Pentrex) Apr00 52, Steel City Traction 2: West End Story (Transit Gloria Mundi) Apr00 55, Trains Along the Upper Mississippi Vols 1-2 (Pentrex) Sep00 24; Trains of the Elgin, Joliet & Eastern (Plets Express) Aug00 21; Trains of the Iowa Interstate (Plets Express) Dec00 60, Trolleys of Eastern Massachusetts (Seashore Trolley Museum) Aug00 23; Twin Rails: Railroads of Minneapolis and St. Paul (Prairie Works) Mar00 20; Union Pacific Main Line: Over the Hoxie & Little Rock Subs (G. Train) Oct00 17, Union Pacific Titans of Winter (Gandy Dancer) Apr00 53, Union Pacific's Triple-Track Main (Highball) Sep00 23; Western Maryland's Big Six (Trackside Video) Jul00 24; Western Pacific on TV (Pentrex) Apr00 54, Wisconsin Central Vol 1. The Northern Lines (Plets Express) Oct00 18, Workin' on the Railroad (Pentrex) Feb00 24; Workin' on the Santa Fe (Pentrex) Nov00 23
Virginia Railway Express.
F40 in new pain scheme Oct00 28
receives bi-level coaches May00 44

W

Wagner, Ralcon (articles by):
"Amtrak's New Addition. The *Kentucky Cardinal*" Apr00 46
"Dump Truck Challenges Kentucky Cardinal" Nov00 51
Wallworth, Don (paintings by):
"Artwork of a Railroader" Nov00 40
Washington, Idaho & Montana:
"Heir to the Inland Empire" Apr00 30
WATCO
"Blue Mountain in the Palouse" Apr00 37
"Heir to the Inland Empire" Apr00 30
Weart, Walter (article by):
"Mine Tram" Jul00 6
"Railroad Test Tube" Jan00 50
WE'D LIKE YOU TO MEET:
Barnes, Richard, Jr. Dec00 31
Garbracht, Steve Mar00 55
Hackleman, Phyllis Dec00 30
Kromer, Andrew Mar00 56
Middleton, Keel Feb00 55
Munson, Dan Aug00 57
Tillotson, Curt, Jr. Apr00 25
Werkema, Evan (Winterail):
Jun00 62
West Virginia Central:
operates mixed train Dec00 35
West Virginia Northern:
"Goodbye, My Friends" Mar00 46
Westcan Rail:
purchases lines from CPR Dec00 32
Western Connecticut Chapter NRHS:
"NRHS 2000 Convention" Oct00 8
Westler, Dudley (Winterail):
Jun00 62
"What's in Store for BNSF?":
Mar00 60
Wheelihan, Jack:
"4449: Travelling with a 4-8-4" Aug00 36
White Mountain Central:
"East Branch & Lincoln No.5 Steams Again" Jan00 48
White Pass & Yukon Route:
celebrates centennial Nov00 26
golden spike anniversary celebration Dec00 22
leases Georgetown Loop No.40 Mar00 14
Wilmington & Western:
heavy damage from Hurricane Floyd Jan00 30
Winchester & Western:
attempted bombing of offices Oct00 26
"Winter Along the Rails":
Feb00 38
Winterail:
line-up announced Mar00 62
report on show Jun00 62
Wiscasset, Waterville & Farmington:
May00 49
Wisconsin & Calumet:
"Badger State Success Story" Oct00 30
Wisconsin & Southern:
"Badger State Success Story" Oct00 30
circus train to roll Aug00 26
SD20s in fresh paint Aug00 29
Wisconsin Central:
"Back on Track" Oct00 6
circus train to roll Aug00 26
considers returning trains to C&NW Apr00 26
joint operations center established for BRC Sep00 26
winter ore trains return Jun00 48
Wisconsin Western Railroad:
"Badger State Success Story" Oct00 30
Withuhn, William:
"North of the Border (at last)" Jun00 20
Wolfe, Ed (Cover One):
Dec00 6
Woodson, Eva "Evil":
"4449: Travelling with a 4-8-4" Aug00 36

Z

Zimmerman, Gordon:
"4449: Travelling with a 4-8-4" Aug00 36
Zuters, Gary (EastRail):
May00 59

DAVID BAER

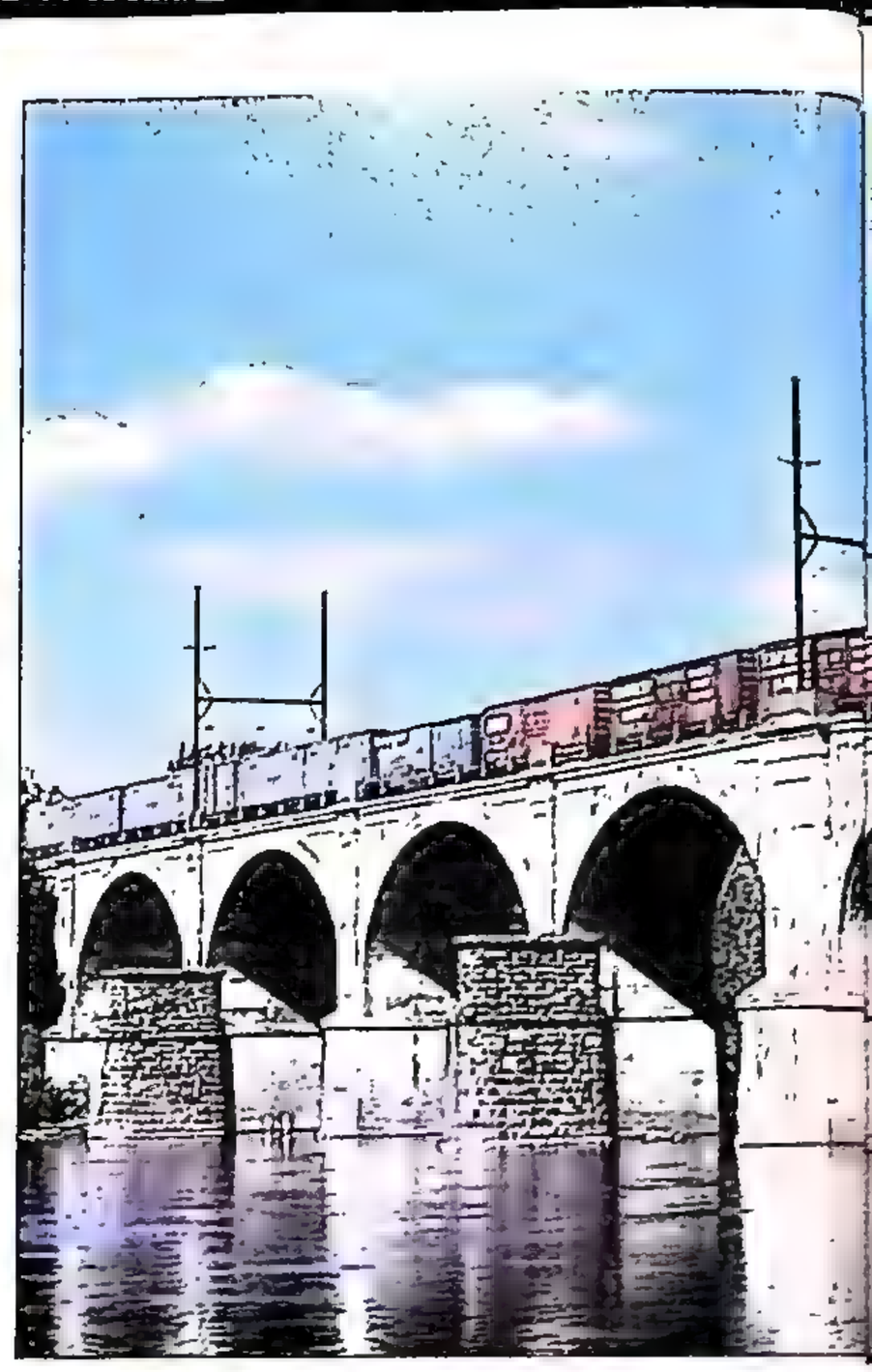
COLORFUL SMALL RAILROADS

ABOVE: **HHLC slug set 205 and 172, on lease to the Buffalo & Pittsburgh, leads local BT-3 on November 2nd along with B&P GP9 886. BT-3 works the B&P Northern Subdivision out of Butler, Pennsylvania. Mid-morning finds the train crossing one of the many wooden bridges that still dot the Northern Sub, this one located at Chicora, Pennsylvania.** LEFT: **Willamette & Pacific GP9 1801, wearing the classic Southern Pacific "black widow" paint scheme, works the Dawson local near Dawson, Oregon, on September 28th.** BELOW: **Quebec Southern train No.904 sweeps around a horseshoe curve at the base of Mount Orford at Magog, Quebec, on April 6th. On the point is Canadian American (ex-Amtrak) F40 455, followed by three Bangor & Aroostook GP38s.**

FRANK KELLER

GEORGE S. PITARYS

DICK HERBERT



RIVERS

PAUL MEYER

TOP LEFT: **The U.S. Postal Service's *Celebrate the Century Express* toured the country during 2000 with a uniquely-painted Amtrak P42 leading. The *Express* heads south along the Hudson River near Bear Mountain, New York, in September.** LEFT: **Canadian Pacific AC4400CW's 9508 and 9526 roll south across the Kankakee River in Momemce, Illinois, on August 30th. To reach CPR's Latta Subdivision (the former Milwaukee Road tracks to Louisville) near Terre Haute, Indiana, the train — which departed from Bensenville Yard near Chicago — will have shared tracks with several railroads.** BELOW:

FREDERICK G. BAILEY

FRANK ETZEL

LEFT: **Making like George Washington, GP40-2 CSX 6341 leads a westbound train across the Delaware River into Yardley, Pennsylvania, on June 3rd. The trackage is the former Reading/Baltimore & Ohio *Royal Blue* route between Philadelphia and Jersey City. The catenary is for SEPTA service to West Trenton, New Jersey.** BELOW: **At appropriately named Shoreline, Washington, BNSF Dash 9-44CW 4397 leads an eastbound stack train past Richmond Beach on the shore of Puget Sound on October 23rd.** BOTTOM: **I&M RailLink eastbound intermodal train No.99 shatters the tranquility of Lansing, Iowa, a classic upper Mississippi River town nestled between the bluffs and the river's edge, on a quiet September morning. No.99 is heading from Minneapolis to Kansas City.**

AND RAILS

Vermont Rail System continued to develop the former Steamtown site at Riverside into a major rail yard and transfer site during 2000. By year's end, booming business had added another new train originating at Bellows Falls (DALO — Bellows Falls to Ludlow), leaving train DASW to truly reflect its symbol designation as a Bellows Falls area switcher. Each afternoon during the summer and fall, DASW put on a show marshalling out the consist dropped by train No.263 at Riverside Yard. In August, DASW, powered by freshly painted Vermont Railway GP40-2 No.303, kicks cars along the Connecticut River.

STEVEN J. BROWN

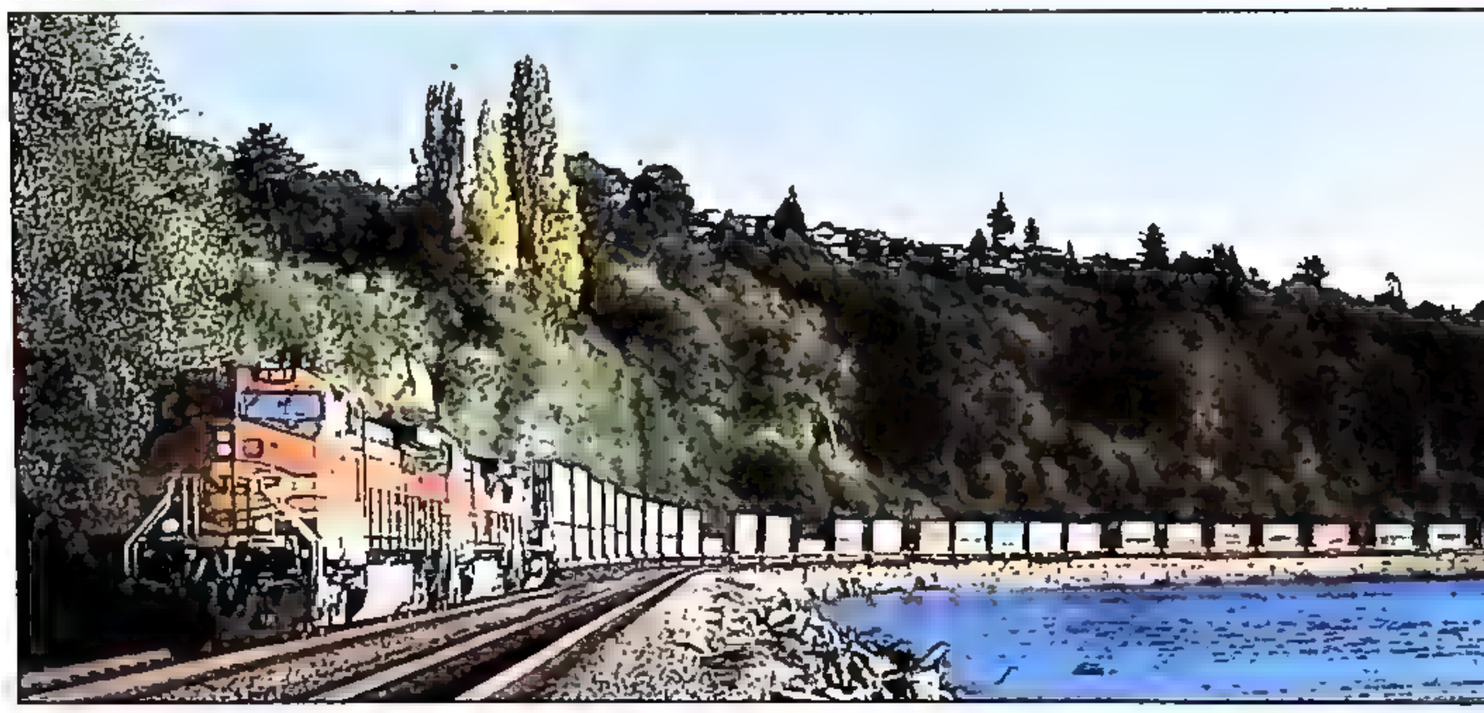


Photo Line
2000 Along the Rails

JOHN LEOPARD

LIGHT RAIL OLD AND NEW

JOE GREENSTEIN

BRUCE C. NELSON

Photo Line
2000 Along the Rails

GEORGE FLETCHER

TOP: **On December 3rd, one of the Kinkisharyo double-articulated LRV's climbs the West Side Avenue branch of the Hudson-Bergen Light Rail Line in Jersey City, New Jersey, with the 110-story twin towers of the World Trade Center and the skyline of Manhattan's financial district in the background. When revenue service began on the first segment of the Hudson-Bergen Line on April 15th, it became the greater metropolitan area's first new light rail operation in half a century. What's more, the design-build-operate-maintain (DBOM) contract between New Jersey Transit and 21st Century Rail Corporation created a unique public/private partnership.** ABOVE: **For the ninth straight year, Chicago Transit Authority personnel decorated six passenger cars and one flat car for the holidays. Dubbed the *Santa Express*, the light-bedecked train made appearances on all of CTA's lines through the month of December. Headed by car 2894, the special paused at 18th Street on December 3rd.** RIGHT: **New Orleans RTA streetcar No.926 is still decked out in holiday garb on January 18th as it rounds the curve at the intersection of St. Charles and Carrollton at 1:45 p.m. The cars have soldiered on for decades in the 20th Century, and will likely do the same in the 21st.**

2000 2000 2000 20

W.R. HOOPER

DALE W. WOODLAND

ABOVE: **Four GP38-2s depart Rock Glen, Saskatchewan, on July 19th with a northbound grain pick-up. One of the few quintessential prairie branch lines left, Canadian Pacific's Fife Lake Subdivision runs 60 miles south and east from Assiniboia to Coronach in Saskatchewan. Unlike many of its branch line cousins, the Fife Lake Sub is being revived because the south end sits on a lignite field and a mine-mouth power plant near Coronach may begin using some Powder River coal.** RIGHT: **In what may have been the last summer of Norfolk Southern's street running in Erie, Pennsylvania, Dash 9-40C 8858 leads a train westbound along 19th Street under the posted 25 miles per hour limit.** BELOW: **Camas Prairie RailNet B23-7s 3 and 2 descend Lapwai Canyon in Idaho on April 21st. This is the line for which CSP's Second Subdivision is famous, with its stiff grades and numerous tunnels and timber trestles. While this is a magnificent place to watch trains defy gravity, it is also where the Second Sub lost its battle to survive. Maintenance costs for the trestles quickly overwhelmed the revenues derived from serving the grain and lumber-producing communities on the Camas Prairie itself.**

GOING, GOING GONE

THOMAS HILLEBRANT

AS DAWN BREAKS in Hill City, South Dakota, a thin haze of oil smoke drifts over town, a signal that the area's chief tourist attraction is getting ready to roll. "The pressure's coming up nicely this morning . . . she'll be ready when the crew gets here in an hour." says grease-covered Bob Nilles, working this July morning as wake-up fireman for South Dakota's only regularly scheduled steam railroad, the Black Hills Central. Disappearing into the shop and returning with an oil can in hand, there's no question that he is preoccupied with 2-6-2T No.104, a classic Baldwin logging engine gently steaming outside the engine-house at Hill City. Although it's barely 6:00 a.m., Nilles and others have been at work for several hours preparing the locomotive for another day pulling the "1880 Train" on its regular run between Hill City and Keystone.

Like a shadow in the pre-dawn darkness, Nilles works over the engine, lubing rods and tending the fire. "You'll probably want to stand back . . . this thing likes to throw steam and water when you start it" he shouts as he opens the steam line to 104's air pumps. This ritual has been going on at Hill City for nearly 45 years; the Black Hills Central is one of the oldest continuously running tourist railroads in the United States. Remarkably, its steam-powered excursion trains pre-date Cass Scenic, Mid-Continent, and even Strasburg, and the railroad has earned its rightful place in the annals of railroad preservation. The road's locomotives are rod-type logging steamers that have found new lives pulling tourists through the rugged Black Hills. Let's look at the birth, decline, and rebirth of one of America's very first tourist lines.

The Black Hills Central story began in 1956 when a Chicago railroad enthusiast, the late William Heckman, purchased a narrow-gauge 2-8-0 from the White Pass & Yukon Route of Alaska. Heckman's dream was to own and operate his own railroad; a place where people could experience the thrill of riding behind steam after it had vanished from the main lines. He considered several locations, but eventually chose the Black Hills of South Dakota due to the dramatic scenery and the fact that the Chicago, Burlington & Quincy was receptive to his idea of laying a narrow-gauge third rail along its seldom-used Keystone Branch between Hill City and Keystone. For Heckman, adding a third rail to an existing standard-gauge line was far less expensive than building a new narrow-gauge railroad from scratch and, even better, the CB&Q line was only minutes from the recently-completed Mount Rushmore National Memorial, which drew visitors to the area by the thousands.

The Keystone Branch

Heckman could not have picked a better location. The highly scenic Keystone Branch was once part of the Burlington & Missouri River Railroad, which in 1890 built from Edgemont to Deadwood to tap the rich mineral and agricultural resources of the Black Hills. But the going was rough, and the steep and curving route soon earned the nickname "High Line." At Hill City, roughly 60 miles north of Edgemont, a branch was built northeast to the mine at Addie Camp, and was eventually extended to the town of Keystone in 1900. When it opened, the branch was busy with trains hauling tin from the Addie Mine, tungsten from the Good Luck mine, lumber from the Nelson and Overgaard sawmills, and gold and feldspar from the mines in Keystone. In addition, general freight was hauled to several small communities that sprang up.

But the hastily built Keystone branch has long been tortuous with its steep grades and sharp curves, and it has put the skills of engineers and firemen to the test for over 100 years. Right out of Hill City, the tracks begin a long climb up Tin Mill Hill, where the ruling grade is four per cent all the way to the top, and reaches six per cent in some places, making it one of the steepest standard-gauge railroad grades in the country. Cresting the hill at milepost 2, the tracks drop down another four per cent grade into the mining town of Addie Camp and cross a broad valley near Palmer Gulch before climbing again to the site of the old Nelson Sawmill spur (dubbed "Oblivion" by the BHC). Leaving there, the rails descend another four per cent grade into a into a narrow canyon, and follow winding Battle Creek into

Riding the Black Hills Central

After 40 years, the "1880s Train" is still going strong

Article and photography/Jeff Terry

Keystone, crossing several bridges and passing through Lafferty Gulch.

By the time the Black Hills Central was incorporated in 1957, only a few freight trains a week were making the run to Keystone, mainly to serve the last big feldspar mine, the Holy Terror (reportedly named for the mine owner's wife!). Most of the other industries along the branch had folded when the mines began to pan out during the 1940s. To the CB&Q, the Black Hills Central became a source of much-needed income on a branch line that, until then, was headed towards abandonment.

The early days

Heckman worked quickly to open the Black Hills Central. By mid-summer 1957, his volunteer crew had spiked down five miles of third rail between the depot in Hill City and "Oblivion," a desolate spot deep in the forest where a narrow-gauge wye was constructed. Back in town, the Hill City wye was dual-gauged, and an old gas pump was rigged up near the creek by the depot to supply locomotives with water.

Much of the railroad's funding came from "founders certificates" which were drawn up and issued by Heckman. For a donation of one dollar, the purchaser received a parchment to hang on his wall and a coupon good for a round-trip ride to Oblivion and back. Backed by railfans, hundreds of certificates were sold between 1956 and 1960, financing everything from track maintenance to a new water tank at Hill City.

Open for business

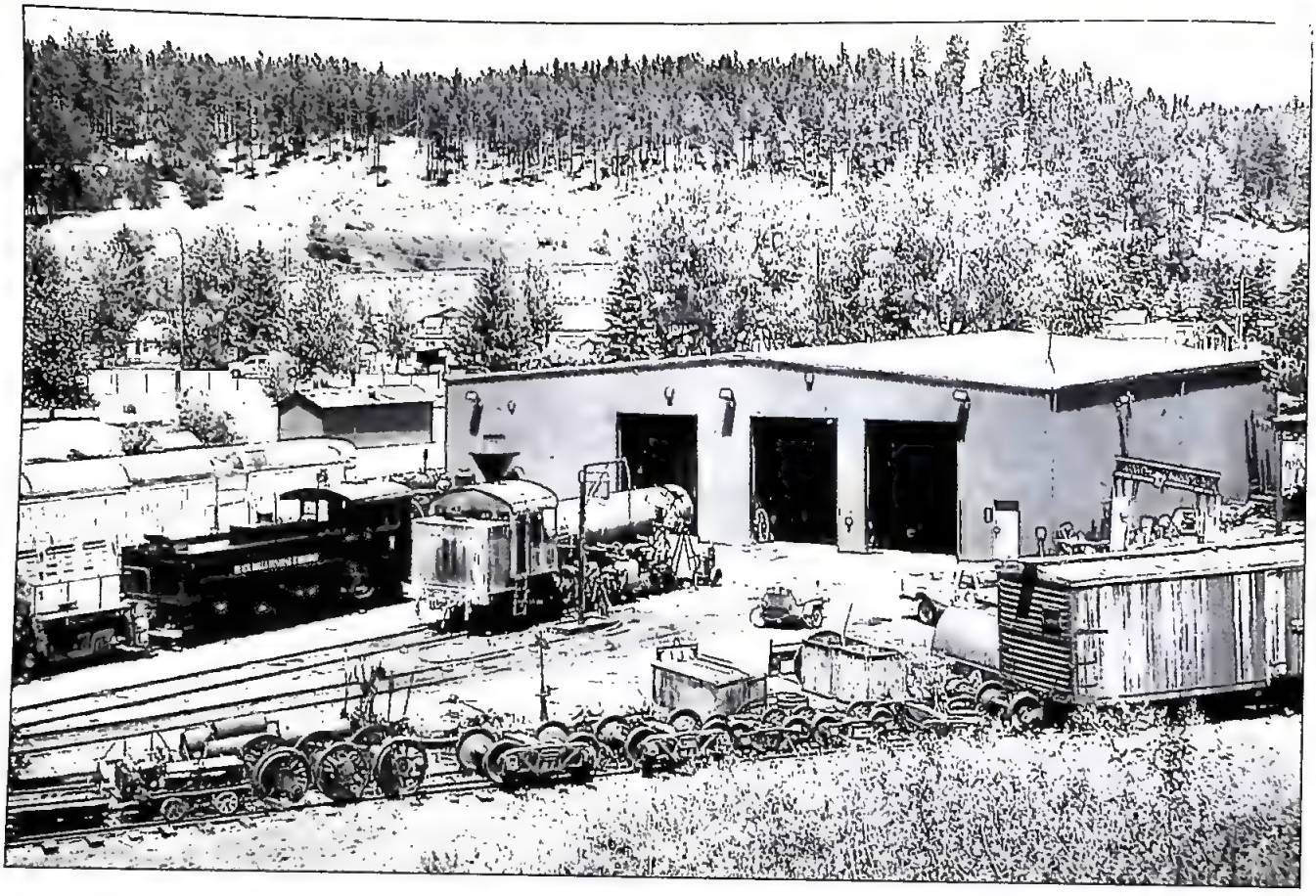
On August 18, 1957, the Black Hills Central officially opened to the public. That morning, the first "1880 Train" departed Hill City behind Heckman's 1908 Baldwin 2-8-0, formerly No.69 of the White Pass & Yukon Route. The engine was "backdated" with the addition of a large diamond stack and oil headlamp, plus liberal amounts of red and silver paint on the wheels, domes, cab, and tender, and the name *Klondike Casey* was painted across the cab. Not surprisingly, most raifans and photographers stayed away from the BHC because of this fakery, but tourists flocked to the line in droves.

Passengers rode in five open-air cars which had been built for the Burlington's fictional "Deadwood Central Railroad" at the 1948-'49 Chicago Railroad Fair. Placed in storage after the fair closed, the cars were later leased by the BHC and shipped to Hill City in 1957, along with former Colorado & Southern 2-6-0 No.9, which was lent for display. The engine arrived in Hill City still wearing her red paint from the Fair, with a diamond stack up front and the name *Chief Crazy Horse* across the tender. No.9 was fully serviceable, but it was never used (except for being towed around behind No.69 on special occasions) because coal-burning locomotives are forbidden by law to operate in the Black Hills National Forest. All steam locomotives used by the BHC to date have been oil-fired.

One other steam locomotive was on the railroad in the early years, standard-gauge 4-6-0 No.444 from the Chicago & North Western. The R-1 class Ten-wheeler traveled most of the way from Belle Fourche, South Dakota, to Hill City under its own power in 1958, but due to its size (and being a coal-burner), it was never fired up again and sat cold as a static display at Oblivion. In 1968, the 444 was sold to the Forney Museum in Denver, Colorado, and left Hill City in a CB&Q freight train without ever having turned a wheel under steam. A plan to restore No.444 and run it on Colorado's Great Western Railway fell through, and it survives today as a display at the Forney museum.

The Burlington, for the most part, maintained a good working relationship with the BHC over the years. Except for the engineer and fireman, Black Hills Central trains ran with "Q" crews, and freights on the main line between Edgemont and Deadwood had to be mindful of the BHC schedule. According to early patrons, it was common to see working CB&Q freight trains right alongside the steam trains, which often tied up the main line at Hill City while boarding

Westbound Black Hills Central 2-6-2T No.104 is working hard upgrade out of Keystone over a pile trestle near milepost 8 on July 3, 1999. This bridge is visible from the highway (opposite top)**. Getting the locomotive ready for another day, wake-up fireman Bob Nilles works on No.104's air compressor early on the morning of July 2, 1999 at the Hill City shop** (below)**.**



Ex-Rayonier Lumber 2-6-6-2T No. 110, Black Hills Central 2-6-2 No.7, and the 65-ton Whitcomb diesel are shown outside the rebuilt shop at Hill City. No.103's drivers are on the track in the foreground (above). **In July, 1995, No.7 works upgrade past the three-sided movie prop station at Oblivion. Since then, the narrow gauge wye switches and third main line rail have been removed, but the narrow gauge wye is still in place** (opposite top). **Completely stripped for its overhaul and with its front engine replaced by a freight car truck, 2-6-6-2T No.110 sits alongside 2-6-2 No.7 at Hill City on July 3, 1999. Having completed successful test runs in December, 2000, the Mallet will be operating in the 2001 season.** (opposite bottom).

passengers or turning on the wye.

Expanding operations

Major changes were in store for the Black Hills Central starting in 1962. The operation was expanded to include a standard gauge steam train running between Oblivion and Keystone to complement the narrow gauge Oblivion to Hill City run. To pull the standard-gauge trains, Heckman acquired a small 2-6-2 built by Baldwin in 1919. The locomotive was first Ozan-Grasonia Lumber Company No.2, the *George Teat,* and later Caddo & Choctaw No.7. It was sold in 1938 to the Prescott & Northwestern, and operated well into the '50s before being purchased by Chicago collector Elliot Donnelley in 1961, who leased it to the BHC.

During the spring of 1962, No.7 was moved to Hill City and given the obligatory Wild West paint job, plus the name *General Custer.* Operating in basically original form for nearly a decade, the 2-6-2's appearance was modified during the 1971 filming of the Disney movie *Scandalous John,* when it was outfitted with a box headlamp, diamond stack and wooden cowcatcher. These decorations were retained after production was completed, much to the dismay of railroad enthusiasts.

Around the time the *General Custer* arrived, the railroad acquired a fleet of 1890s-vintage standard gauge wood coaches from the Chicago & North Western. The coaches were drastically altered by removing the sides down to the belt rail at one end and moving the bulkhead back, which resulted in a unique half-open, half-closed car, but which forever destroyed them in an historical context. Heckman and the Black Hills Central were notorious for this form of "historic preservation" that destroyed more equipment that it preserved.

End of the narrow gauge

In 1964 Elliott Donnelley brought another steam locomotive to Hill City, this one a narrow-gauge three-truck Shay. Originally built for the New Mexico Lumber Company in 1929 as their No.7 (the very last three-foot gauge Shay ever constructed), the locomotive changed hands several times and was last used as the plant switcher of the Oregon Lumber Company at Baker City, Oregon. Prior to coming to the Black Hills Central, the Shay had been used during the scrapping of the Sumpter Valley Railroad.

Although the Shay was in poor condition, BHC shop forces managed to get it patched up and placed in regular service for a few months, alternating duties with No.69. Meanwhile, the standard gauge operation was extended, and passengers had the choice of riding the narrow gauge to Oblivion or the standard gauge from Hill City to Keystone and back. What must the CB&Q have thought? The branch was getting crowded!

The Burlington didn't need to worry, because the Shay's revival was short-lived, as narrow gauge operation was discontinued shortly after it entered service. At the close of the '64 season, No.69 switched out her train for the last time and was stored in the Hill City enginehouse. Worn-out *Klondike Casey* needed flue replacement among other things, and management decided to retire rather than repair her, concentrating its efforts on developing the fledgling standard gauge operation.

Shay No.7, quite the worse for wear (at one point Heckman had it running with a shop truck under the water tank, with the drive shaft disconnected) was stored for a time before being donated to the Laporte County Historical Steam Society of Hesston, Indiana, where volunteers completely restored the Shay to its original appearance. The engine was damaged by a shop fire in 1985 and has not steamed since, although Society members currently working on it hope to

...t running in the not-so-distant future.

...ot quite gone and never quite forgotten, No.69 remained on the property until 1973 when it was sold, moved to Nebraska and rebuilt for a new tourist railroad near North Platte. Later, No.69 was moved to Grand Island and put to work pulling trains on the grounds of the Stuhr Museum of the Prairie Pioneer. Now out of service for over a decade, the former *Klondike Casey* is in storage, although a recent boiler evaluation has hopes high that the engine can once again return to service on the Stuhr's "Nebraska Midland" narrow gauge loop.

Expanding roster

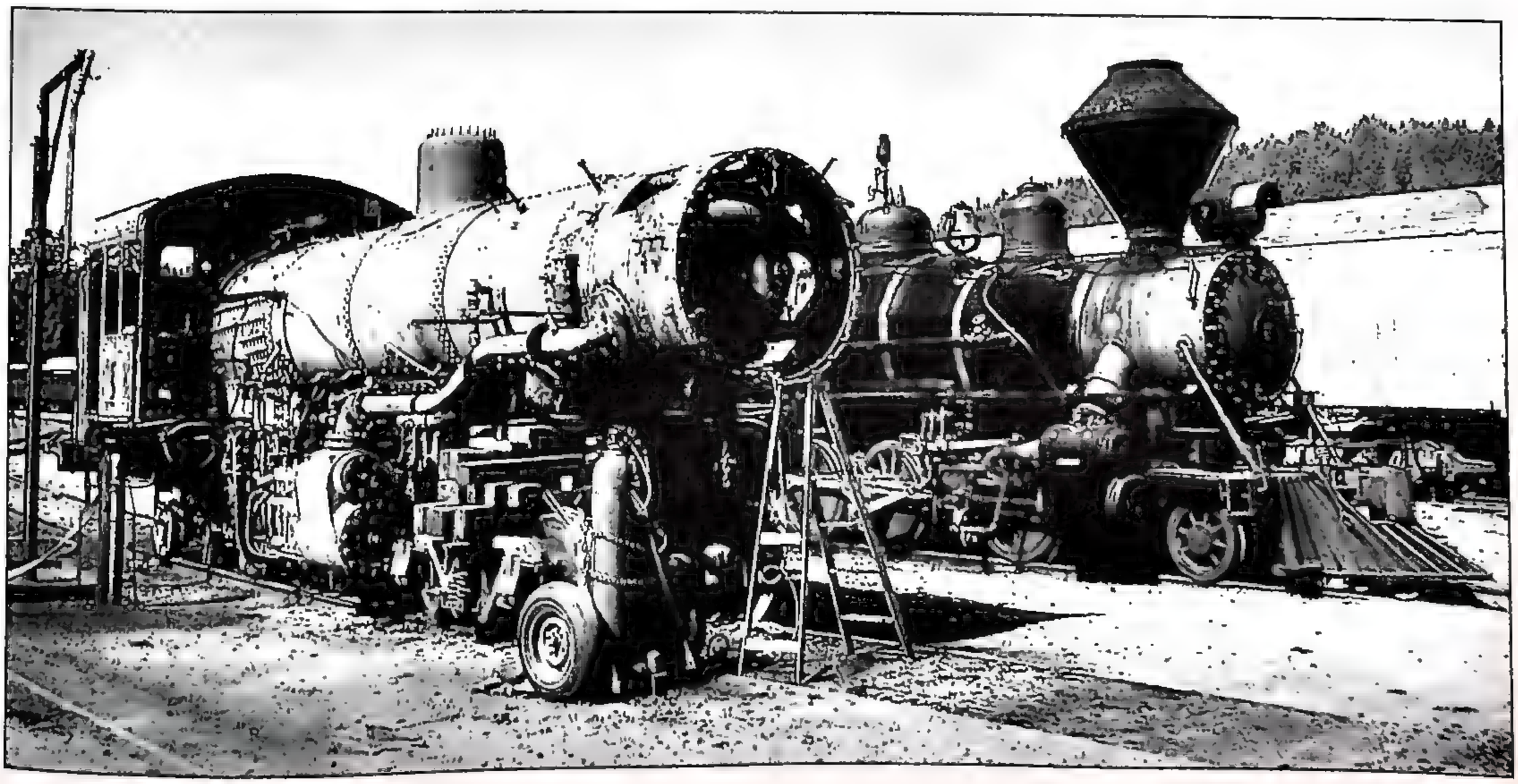
By 1965, the Black Hills Central standard gauge train made several round trips daily between Hill City and Keystone behind 2-6-2 No.7. More power was needed, and it came in the form of two 2-6-2T logging engines numbered 103 and 104. The pair had been built by Baldwin in 1922 and 1926 for the Silver Falls Timber Company of Silverton, Oregon, and were later sold to the Peninsula Terminal Company, which used them to switch industries in the Portland, Oregon, area. Both were put up for sale when Peninsula Terminal dieselized in 1963, and were purchased by Heckman and shipped via flatcar to South Dakota. At Hill City, No.104 (which was in the best condition, having been the last to operate in '63) was put into service, with sister 103 providing spare parts.

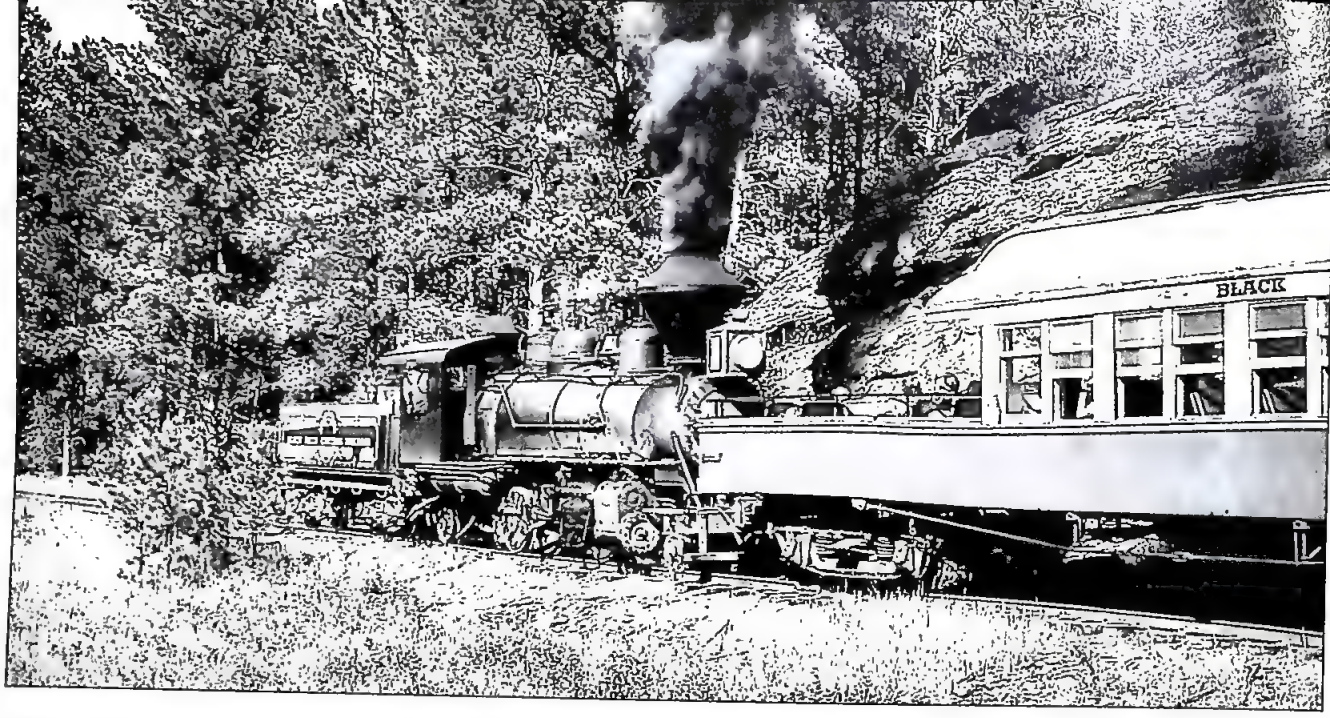
Other steam locomotives called Hill City home during the '60s and '70s, but were never used to pull trains. These included former Duluth & Northeastern 2-8-0 No.14, a 1913 Baldwin coal burner that languished in the Hill City yard for two decades and left without ever seeing service, and former Craig Mountain Lumber Company 2-truck Heisler No.3, which did little more than make a few test runs around the yard. Today No.14 is being restored at the Fillmore & Western Railway in Fillmore, California, and Heisler No.3 has been completely rebuilt and operates on the Kettle Moraine Scenic Railway at North Lake, Wisconsin.

Perhaps the strangest engine to call Hill City home was a two-foot gauge 0-4-0 built for the Chicago & North Western's Riverton, Wyoming, tie plant, which was donated to the BHC in 1958. After years of static display at the Hill City depot, the squat, outside-frame Davenport was purchased by a group attempting to reactivate the Edaville Railroad in South Carver, Massachusetts, and was slated to be rebuilt to resemble a typical Maine two-foot gauge steamer.

BN bows out

In 1972, shortly after the Burlington Northern merger, massive spring flooding destroyed portions of the Keystone branch, with most damage concentrated near Keystone. For a time, while BN was busy repairing the track, BHC trains rolled south over the BN "High Line" to Custer — a spectacular run featuring high wood trestles — or headed north upgrade to Mystic. When the Keystone branch finally reopened, the steam trains could only travel to Keystone Junction (about a mile from Keystone





The fireman sands No.7's flues as she starts up the grade to Oblivion at milepost 6 on July 5, 1995. This is the stiffest grade facing trains out of Keystone, and No. 7 must tackle it in reverse. The coach is one of the heavily modified ex-C&NW wooden cars (above). **No.7 rolls easily through the Hill City yard at the end of a July, 1995 day. The large "kerosene" headlight has since been replaced with an electric one, and the ornate scrollwork on the tender, applied for the 1979 movie, "Orphan Train," has also been supplanted by more traditional lettering** (opposite below).

proper), as BN elected not to repair the last mile of track into downtown.

In 1981 the last mine at Keystone closed, and Burlington Northern filed to abandon the branch altogether. Although the BHC was given the option to purchase the line, due to financial problems it appeared that, after 24 years, the railroad would be forced to close. Before the rails were removed the BHC was granted a loan to purchase the right-of-way between Hill City and Keystone, including the entire Hill City yard. This nearly bankrupted the railroad, but ensured that steam trains would continue to run.

Abandonment of the BN main line through Hill City would follow. The portion of the "High Line" from Deadwood to Custer was abandoned in 1983, with much of the roadbed converted into a rail-trail. The rest of the main line from Edgemont to Custer was abandoned in 1986. Since then, the rails have been removed and the grade has been converted into the southern portion of the George S. Mickelson Trail.

Troubled times

While the Black Hills Central managed to soldier on through the '80s, by 1989 deferred maintenance and questionable management had left the railroad in dire straits. Prairie No.7, the unofficial flagship of the railroad, had fallen into disrepair and was out of service, leaving all duties to ailing 2-6-2T No.104, itself in need of major work. (Regular maintenance apparently wasn't ever a high priority during the Heckman years, as the BHC was operated more as a business than as a historic property.) In need of another operable steam locomotive, the railroad agreed to purchase a former U.S. Navy 0-6-0T from the Wilmington & Western in Delaware, but the deal fell through before the engine could make the journey to South Dakota.

The Black Hills Central had its share of legal troubles. A dispute arose with Burlington Northern after BN donated the badly-deteriorated C&S No.9 and its display train to the Colorado Historical Society. Heckman claimed ownership, but BN held that the engine had only been leased from the CB&Q, and thus the Black Hills Central had no legal claim to it. In court the BHC lost, and the locomotive, by this time derelict and missing many parts, was subsequently removed from the property and is now on display at Silver Plume, Colorado, on the Georgetown Loop. The loss of No.9 seemed to be the final blow, and Heckman put the railroad up for sale not long after.

A new beginning

In the spring of 1990, after running the railroad for over 30 years, William Heckman retired and sold the troubled Black Hills Central to Robert and Joanna Warder, a Hill City couple with an interest in history and preservation. What the Warders actually purchased was three tired and well-worn steam locomotives (one of which was serviceable), a fleet of dilapidated wooden coaches, and a railroad yard chock full of debris, scrap and garbage. In addition, the right-of-way had been neglected since the early 1980s and needed major repairs.

The Warders set about the monumental task of rebuilding. At first, over 400 tons of scrap had to be removed from the Hill City yard, and carload after carload of ticket stubs — some three decades' worth — had to be disposed of, along with piles of other trash. After much work, the yard is now clean and attractive to visitors, but has been slightly reduced in size by a nearby road project which also eliminated the old Hill City wye (a new one has been built, but it is large enough to turn only a single locomotive).

Between Hill City and Keystone, new ballast and hundreds of new ties have been installed, and most of the unused third rail between Hill City and Oblivion has been removed. The narrow-gauge wye at Oblivion remains intact, although the dual gauge switches that connected it to the main line have been taken out. The unique three-position stub switch at the south end of the wye (which Heckman acquired from the East Broad Top) is still in place.

One of the most visible improvements involves the old Hill City enginehouse, which was rebuilt in 1995 with an additional stall and a repair bay. The building is now heated to allow year-round maintenance, which was never possible before. In this shop, 2-6-2T 104 was overhauled with new flues, tubes and smokebox, plus substantial wheel work which will allow it to operate for many years to come. No.104 also gleams in a fresh coat of Imron and sports new lettering. Some purists may object to the green saddle tank, white tires and liberal use of red paint on the domes, pilot, and cab roof, but in all fairness the BHC is in business to serve tourists, not railfans, and the paint and lettering reflect that.

In 1993, 2-6-2 No.7 was repaired and returned to steam. The engine had been retired in 1985 and made into an outdoor display next to the depot. Now in good condition, No.7 takes its rightful place at the

ho[illegible] BHC passenger trains leaving Hill City. Not surprisingly, the 2-6-2 has retained the oversize diamond stack in its role as the Black Hills Central's trademark "1880" locomotive. Over the years the engine has become a "star," portraying a pioneer locomotive in movies and television. Her credits include the movies *Orphan Train* and *Scandalous John,* as well as television episodes of *Gunsmoke* and *General Hospital.* The oversize box headlamp which had adorned No.7 since 1971 (and *Klondike Casey* before that) was removed in 1998 and the original headlight installed on the smokebox, returning the engine to a more traditional appearance. Like the 104, No.7 gleams in a fresh coat of paint and lettering, and the painfully un-authentic name *General Custer* is thankfully gone.

The restoration that was started on sister engine 103 several years ago has been put on hold. The 1923 Baldwin is missing many vital parts which must be fabricated before it can steam again. Most were removed to keep No.104 in service. Currently, No.103 is stored in the Hill City yard.

Often parked alongside the new shop is the only diesel on the BHC, and ironically, the only locomotive native to the Black Hills. The unnumbered 65-ton Whitcomb was built in 1943 and last worked at the Black Hills Power & Light plant at Kirk, South Dakota. In 1983, when the last BN train ran from Kirk, the Whitcomb was dropped off in Hill City and has remained there ever since. The unit was made serviceable in 1996 and is used for maintenance and work trains, but pulls passenger trains only if a steam locomotive is unavailable,which is rare.

Bigger power for longer trains

During 1999, the Black Hills Central purchased a fourth steam locomotive, former Rayonier No.110, a Baldwin logging 2-6-6-2T originally built for the Weyerhaeuser Timber Company in 1928. After retirement from logging, No.110 spent over two decades as a static display at Heber City, Utah, on the Wasatch Mountain Railway (Heber Creeper) before being sold in 1993 to the State of Nevada. In poor shape after three decades of outdoor exposure, the locomotive has been completely overhauled and will be operating on the Black Hills Central in 2001.

Mike Grimm, a BHC veteran who is now the road's master mechanic says, "The 110 will allow us to pull two more cars to Keystone. Right now 104 has her hands full with four loaded coaches on the hill, and the 7, not superheated, has an even tougher time. That's why we put the 103 on hold — we need to carry more people, and the 110 will allow us to do that. It didn't make sense to put money into a locomotive that is really too small for what we need." Mike added, "The 110 is perfect for this line . . . it's articulated, with small drivers and a superheated boiler. It's got lots of power and is just what we need here . . . we expect great things from the 110." When the 2-6-6-2T finally enters service, it will be the only compound saddle-tank logging mallet operating in North America.

Other improvements

Much rolling stock has been improved mechanically and esthetically, and most out of service passenger cars will be rebuilt. The bulk of the passenger fleet is former Oregon Electric interurbans that Heckman acquired from the Veronia, South Park & Sunset Steam Railroad in the mid- 1970s. Recently interurban, car 112 was restorationed to like-new condition, and more will follow.

The original 1889 Burlington & Missouri River Hill City depot serves as the railroad's gift shop and ticket office, and has received a facelift which returned the building to a more traditional appearance.

Another milestone is that the railroad is returning to downtown Keystone. During the summer of 1999 a new depot was built at the end of track in Keystone, and the last mile that washed out in 1972 is being replaced. There is some flood damage, but most of the route is intact. The major obstacles are three bridges that need to be rebuilt or replaced, a grade crossing which needs to be built over Old Hill City Road, re-laying the trackage into Keystone and building a passing siding next to the new depot. But soon, after an absence of nearly 30 years, trains will be able to travel the entire length of the branch into downtown Keystone.

Visiting the railroad

For today's visitors, the Black Hills Central has never looked better. Locomotives and coaches gleam in new paint, and the track is in excellent condition. The station grounds are clean and inviting. William Heckman may have founded the BHC, but the Warders have breathed new life into the railroad and made it profitable again. The Black Hills Central is understandably one of South Dakota's most popular tourist attractions. Many daily excursions are sold out, so if you plan to ride, it is wise to make reservations. Steam operates from mid-May though early October, with up to five departures daily from Hill City. Special events include Railroad Days on October 6-7, 2001, and special runs throughout the year. For hints on photographing the line, see MARKERS. A complete list of schedules and fares can be found at *www.1880train.com,* or call 605/574-2222 for more information.

The author wants to thank the employees of the Black Hills Central, especially Mike Grimm, for their help with this article. Also thanks to Ryan Swanson, Richard E. Thompson, and Rick Mills.

LARRY ZIMMERMAN

ART HAMILTON

INRD SD10s repainted

The Indiana Rail Road has repainted its two ex-Dakota, Minnesota & Eastern ex-Milwaukee Road SD10s purchased in June, 1999. Nos. 2001 and 2000 cross a pile trestle near Bloomfield, Indiana, on October 18, 2000 (**above**).

Mexican Alco survivor

Freshly shopped Terminal Ferroviaria del Valle de Mexico (ex-FNM, ex-NdeM) No.7447, one of six RSD12s on the roster, was at Valle de Mexico roundhouse in Mexico City on January 14, 2001 (**left**). TFVM also operates ten Alco C628s.

ALAN MILLER

Classy switcher

Southern California Railroad GP40 No.2000, formerly Rio Grande 3076, was purchased from National Railway Equipment. Located at the end of Union Pacific's former SP Plaster City branch, Southern California switches the U. S. Gypsum plant (of narrow gauge railroad fame) at Plaster City, California (**right**).

WILLIAM ELEY

WC tests distributed power

Wisconsin Central borrowed ten former Conrail SD80MACs from CSX in January to test GE-Harris distributed power on the Minorca ore trains. At dusk, CSX 810 crosses the Escanaba & Lake Superior diamond at Pembine, Michigan on New Year's Day 2001 with 93 ore empties (**above**). See **page 26.**

More Railnews on page 26

STEVE SMEDLEY

STEVE SMEDLEY

JAMES DU BOSE

Changing times on TP&W

The reign of former Santa Fe GP20R's on the Toledo, Peoria & Western is coming to a close under RailAmerica auspices. High horsepower units like GP40X 4056 (ex-SP 7200, **left**) are replacing the pioneering second-generation units. A forlorn, snow-covered string of old Geeps awaits its fate at East Peoria, Illinois on January 15, 2001 (**above left**). On December 4, 2000, Nos.2050 and 2054 were in charge of the Kolbe Local at Mapleton, Illinois, ten miles west of Peoria (**above**). Effective February 19, 2001, TP&W discontinued through service over its line from Peoria to Lomax; through traffic west of Peoria has been rerouted to Ft. Madison over BNSF via Galesburg.

O. Winston Link

1914 - 2001

FRIENDS AND FAMILY of Ogle Winston Link said their goodbyes on February 2nd-3rd at an intimate funeral service near Winston's South Salem home in Katonah, New York. He succumbed to heart disease at age 86 on January 30, 2001. He had just visited a gallery showing his work in Katonah, about 40 miles north of New York City, and was driving to a doctor when he fell ill and pulled over for help that couldn't have possibly arrived in time.

Born in Brooklyn, New York, in 1914, Winston was a successful commercial photographer. He is best known for an outstanding body of work he shot on the Norfolk & Western Railway between 1955 and 1960 at the end of steam. His artful and contextual compositions preserved a way of life along the last major steam railroad in America. He strove to have a person in each of the approximately 2400 images he captured during his 17 trips from New York City into Appalachia. He preferred to work mostly at night so he could control the lighting. Link designed complicated flash gear, spending entire days wiring scenes to accommodate dozens of flashbulbs and two or more cameras which would all fire together. During these trips, he also made sound recordings and shot 16mm color movie film. He wanted to record it all. In trying to document the passing of steam, Link captured the fading way of life in rural America through his distinctive and masterful images and use of light. Smithsonian Institution Curator of Transportation William L. Withuhn once called Link's work as "historically significant as the Civil War collection."

One of Winston's least-known, but most significant, railroad legacies is N&W Class J 4-8-4 No.611, currently housed in the Roanoke Transportation Museum. He didn't want to see all the J's scrapped, so in 1960 he attempted to purchase the 611 himself. He sent the railroad a deposit and tried to raise the $8000 asking price; that would be close to $80,000 today. He couldn't, but he did delay the scrapping of the locomotive long enough for it to be preserved. Link took special pride in seeing the 611 operate in the 1980s.

Except for *Night Trick*, a public relations book produced by the N&W in 1957, Winston pretty much kept his photography to himself, using it to illustrate his record albums of N&W steam sounds. In the mid-1970s his work caught the attention of the Museum of Modern Art, which was soon followed by a spread in *American Photographer* magazine. Celebrities and executives began collecting his fine art prints, and by the 1980s, 75-year-old Link was regarded as a photographic icon.

Winston was married twice. In 1942 he married Marteal Oglesby, a 1934 Miss Ark-La-Tex. In 1948, the union

en[illegible]n divorce after producing a son, Wi[illegible]n Conway Link. In 1984, the 70-yea[illegible]ld Link married Conchita Mendoza in the Green Cove depot on the Abingdon Branch. This marriage ended in 1994 (see May, 1994 R&R, page 46-47), after years of torment and court battles that culminating in the incarceration of Conchita. She is still serving her 6½-to-20-year sentence for — according to court papers in the public record — stealing thousands of Link prints, money, his films, audio tapes and pre-N&W negatives and prints, and even locomotive parts from Winston's Canadian Pacific 4-6-0 No. 453. Stories about the divorce were published everywhere from the *New York Times* to major television documentaries.

In spite of the hardships of an abusive relationship, Link survived triple-bypass heart surgery in 1994 with new energy and optimism. He produced a second book of his photography, *The Last Steam Railroad in America,* written by Tom Garver and publised by Harry N. Abrams of New York. His first book, *Steam, Steel & Stars,* was published in 1987.

Publicity surrounding the divorce produced a flurry of sales of prints and books, and Winston spent most of the 1990s in financial good health, surrounded by friends who helped run his business. In his last years, his knees bothered him, making walking strenuous, but he still was able to live alone. Since his office and darkroom were in the house, his assistants and employees saw him almost daily.

Even using a walker, Link could accomplish a lot. One terrific event was Winston's cameo appearance as the engineer of Southern 2-8-2 4501 in the movie *October Sky.* Director Joe Johnston, a fan of Link's, based some scenes on Link photos. Hearing that Winston was alive and well, Johnston invited him to visit the set, resulting in Link's film role .

The eulogies

The viewing and funeral in Katonah were well attended, and the eulogies were priceless. Link's attorney, Ed Myers, opened with, "Winston and the law had a very interesting relationship . . ." and went on with courtroom tales of how Winston won over the jury. Myers said the jury wanted to call Winston at home when they rendered the verdict, and he mentioned that the jury and Winston had a reunion last fall. Tom Garver, Link's assistant on the 1957 and '58 trips, who was partly responsible for introducing Winston's work to the art community and has handled Link's business affairs since the divorce, told some wonderful stories. Nephews and cousins told of work sessions on CPR No.453, torching paint off his Rutland combine, and later driving to the Verrazano Narrows bridge to photograph seven passenger liners floating beneath it at once. His old friends spoke of Winston's kindness, and Link's granddaughter, Ann Link Sutton, delivered a loving, poetic tribute.

After the funeral

In his last years, Winston had been getting weaker, and simple tasks were getting more and more strenuous. There was so much more he wanted to do, but his affairs were in good order.

Link had been negotiating with Center in the Square, which wants to establish an O. Winston Link museum in the old N&W Roanoke passenger depot. Modest about such a tribute, he had been warming to the idea, and his attorney said virtually all points had been agreed to by both parties except for one: the inclusion of Class A 2-6-6-4 No.1218. Winston insisted on it. Both the City of Roanoke and Winston's attorney, Ed Meyers, have written to Norfolk Southern chairman David Goode, a long-time friend of Link's, asking the railroad to include the locomotive in the Link museum. His family supports the museum, and will pursue Winston's missing material.

Link's steam locomotive, CPR 4-6-0 No.453, will go to its current custodians, George and Bill Korey of K&K Hobbies in Utica, New York, where the locomotive will be cosmetically restored and displayed outside the store. Link's former Rutland 1896-built combine, currently on the Morristown & Erie at Whippany, New Jersey, will go to the Northern New York Railroad Historical Society, caretakers of the Shay on the Lowville & Beaver River, as will his N&W steel caboose.

Link's BBC video documentary and the 1998 release of *The Fading Giant* CD will still be available ($20.00 postpaid) from his long-time friend, Joan Thomas of O. Winston Link Railway Productions, P.O. Box 8461, Roanoke, VA 24014. Ms. Thomas is considering the release of other Link albums on CD.

Tom Garver says Link's photographs will continue to be available, possibly in carefully controlled estate editions. Mary Bachmann worked in the darkroom with Link for years, and her printing survived his critical eye.

Link's masterful placement of artificial light is evident in his 1955 portrait of K-1 Mountain No.104 while it is serviced at the Norfolk & Western roundhouse in Bristol, Virginia (LEFT). **In 1989, Link paused for a portrait by the author on the pilot beam of his beloved Canadian Pacific Ten-Wheeler, No.453, while working on the locomotive in the Susquehanna enginehouse at Newfoundland, New Jersey** (BELOW).

The train rolls on

It was sad to see a good friend gradually pass away. While physically limited, Winston was full of life and mentally sharp. There seemed to be a 30-year-old person in that 86-year-old body. Link was a talented artist who loved people, and he was grateful for all the attention he received from railfans. His N&W work was something he did for himself, and he got great satisfaction from seeing his efforts appreciated by so many. Everyone tries to leave a mark in life; O.Winston Link left all of us an incredible gift.

—*Mike DelVecchio*

BOOK DEPOT

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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

Amcuisine 2001: a revision

STEP INTO A DINING CAR on just about any long distance train and an air of expectancy descends. At all but the first seating, people in half the car are already engaged with their food. Everywhere, conversation flows. A steward beckons. Once seated in your booth, you exchange pleasantries with your table mates, then get a fix on your surroundings as they glide by the big window at your elbow. Only then do you glance at your menu to study the offerings. What you see there is about to change dramatically. The work of Tim Costello, caterer Gate Gourmet's Amtrak Account Executive Chef, and his team, described here last month, will be on full display at breakfast, lunch and dinner.

During Cycle I, one of the three 90-day cycles to be launched later this year, at breakfast your choice of entrees will include eggs to order, pancakes, a Belgian waffle with pecan sauce, omelet with cheddar cheese and guacamole, or a regional specialty which will vary by train. One example of a regional dish is a smoked salmon wrap, with scrambled eggs at the core, and a fruit garnish. "To ease the burden on the kitchen," says Chef Costello, "the omelet, which will be a quiche in some cycles, will carry over to the lunch menu. And the regional specialty may have the look of a brunch item." By that he means there will be condiments as a garnish, and a heftier look to the presentation. "Some new items, such as scrambled eggs and ham, will come served in a *vol a vent* (puff pastry)." Many side dishes will round out the menu, from a four-ounce tenderloin of beef, to pork or turkey sausage, from grits to potatoes O'Brien, from cereal and yogurt to fruit.

Variety at breakfast in subsequent cycles will be found among the waffles and French toast, where in Cycle II it becomes a waffle with strawberry sauce, in Cycle III, railroad French toast, Cycle IV, bran flake French toast (Chef Costello's creation), and in Cycle V, a plain waffle; among the omelets and quiches; and in the regional items.

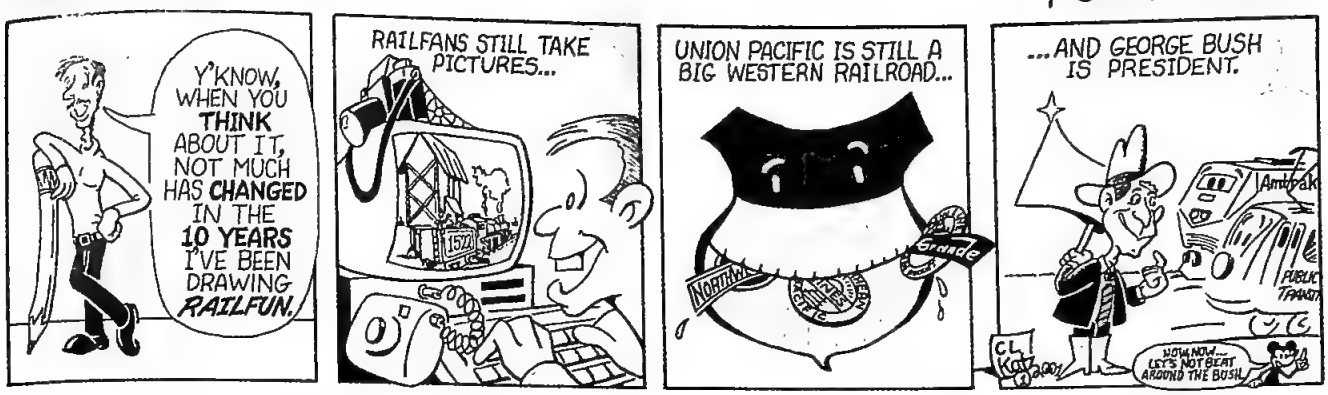
At lunch, there will be burgers, of course, only bigger. And now you will find a sirloin burger on Cycle I, followed in subsequent cycles by a salsa burger, then a Swiss or cheddar cheeseburger, a guacamole burger, a bacon burger and mushroom burger. There will be a specialty cold sandwich as well, but with a twist. The Italian Sub, for example, may be served on Focaccio bread, and the turkey club on sour dough bread. "We want to rely on non-traditional breads to make the sandwiches something special," says Chef Costello. Also a hearty soup, which in Cycle 1 will be chicken gumbo. Other choices include a wild rice Greek salad, linguini Bolognaise, and, carried over from breakfast, the omelet or quiche. Side dishes will include a bay shrimp medley to compliment the garden or Caesar salad, a fruit and cheese platter, and seasoned potato wedges cooked on board. To complete these new luncheon entrees, Chef Costello reports, "we've adopted the old-fashioned way of customizing your luncheon entree. We will offer made-on-board relishes, chutneys, and compotes."

No matter how good lunch looks, save room for dinner. Here, the full effect of the new menus is felt. First up are the tempting hot or cold starters. If your taste runs to hot, try either mushrooms stuffed with Brie, or crab cakes with dill sauce. Prefer cold? Choose either the jumbo shrimp cocktail or the smoked salmon pinwheels, stuffed with herbed cream cheese. Next up, salad. You'll have a choice: fresh garden salad or a Caesar. For the main course, either steak au poire with crusted pepper à la Bordelaise; Cornish hen stuffed with wild rice and served with plum sauce; a mixed scallop and shrimp sauté, linguine Bolognaise, a carryover from the lunch menu; for vegetarians, risotto primavera. The regional specialty might be a hot lobster salad over cold greens. Side dishes, if you aren't having pasta, include a choice of either a baked potato, potato pancake, or rice Pilaf, and either spinach soufflé or a melange of piped purees, delicate mounds of pureed broccoli, rutabaga, and carrots.

The dessert assortment is sure to include the new signature dessert found on all InterCity trains: the Peek-A-Boo. This creation of Chef Costello is an eight ounce piece of flourless chocolate cake, with a hard chocolate shell and a filling of ganache, which oozes out when you break open the cake — hence the name — and is accompanied by a piece of soft white chocolate topped with Amtrak's new logo, served with a scoop of vanilla ice cream and garnished with whipped cream, fresh raspberries and a mint leaf. Other offerings, depending on the cycle, include the Big Apple pie, carrot cake, a fruit and cheese platter, and something called the Margarita Chubby, a flavored and whipped cheesecake encusted in graham cracker crumbs. On other cycles it might be a Mixed Berry Chubby.

Many items throughout the menu will retain their "made-to-order" originality. Others will be prepared either in the commissary or by a vendor under the supervision of Gate Gourmet (a practice, as you may know, employed as well by many fine restaurants today). Guests have reacted to the new menus on the Acela with what Betsy Wade, a reporter for the *New York Times*, recently described as "some amazement" at having "a good breakfast" from among three choices, including huevos rancheros served at her seat "on china." Look for that reaction to the new offerings among guests on InterCity trains as well.

The menu items described here, unless noted, are planned for Cycle I only. Each of the five cycles will offer unique dishes on all three menus. The dishes described here are tentative, pending the results of final testing and approval. Plans call for Cycles I and II to be inaugurated on the *Coast Starlight* on March 19th, with later adoption on other trains.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Camera Bag

Your guide to railfan photography

by JIM BOYD

Pictures for publication

SOME THINGS NEED to be rehashed every few years, and the subject of photos for magazine publication is one of them. Technology is rapidly changing in cameras, film and even formats, and it's tempting to get sucked into something new or trendy. But there are a few proven universal truths that still yield the best results for some very solid reasons.

The proliferation of one-hour processing labs and the industry's heavy advertising and promotion of color print film have led to many railfans shifting over to color prints. I suspect this trend reflects newcomers who start out with prints, however, rather than veteran slide shooters changing over.

Universal Truth #1

THOU SHALL SHOOT ONLY SLIDES FOR PUBLICATION.

This has been true since the 1930s when Charlie Kodak invented ASA 10 Kodachrome and Irving Fourcolor came up with his separation process for magazine printing. The color transparency is the sharpest image possible in any given film size. It is the original "first generation" image — it is the one that was exposed to the subject, with nothing in between. Any color print is by definition a "second generation" image, since it at some point was projected from the original negative to the final print. This printing process provides an opportunity for darkroom manipulation, but it subjects the image to all sorts of arbitrary alterations.

Even with today's computer controlled print labs and even digital imaging, the quality can vary widely from one lab to the next. For my dive club activities, where I'm taking mostly "people shots," everyone wants to see themselves, so I use color print film and have made up the inexpensive double prints to hand out. These are fine to scan for my website, and they are rarely, if ever, needed for magazine reproduction. I avoid one particular otherwise-handy photo lab because they consistently and predictably overexpose the faces when they print. The same negs done by my preferred lab come out just fine, since I know that I'm shooting consistent exposures. How can I be sure? Because not only can I tell by the negative, but when I use the same strobe and camera on the same subjects with slide film (usually Fuji Velvia), the exposures are perfect.

And it's not just a matter of exposure. If the machine is out of adjustment or the operator is inattentive, the focus can be universally soft. When it comes to reproduction, a large fuzzy print is no better than a small fuzzy print.

Few railfans have access to a really good custom color print lab, compared to the numerous one-hour machine labs. The cost of custom prints is prohibitive, and the appeal of the one-hour lab prints is their convenience, speed and low cost.

Shooting slides will make you a better photographer. Railfan photography for magazine publication is a competitive field, and you will want to hone your skills to a respectable level for your own enjoyment. Slides don't lie. Prints can. You can blow the exposure by two stops on color print film and never know it after the lab gets through correcting the prints, but on a slide you either have it or you don't.

This may seem contradictory. Why not take advantage of the lab's ability to correct my errors? Because then you never will learn to do it right, which in the long run is what you need to do to maintain quality. Properly exposed color negatives will yield the best prints, and those corrected by two stops will begin to degrade in sharpness, color balance or contrast. Shooting slides will get you on dead center very quickly and force you to become a better photographer.

Color prints have their place. As I say, I shoot lots of 'em myself, but they are not what you want to use for magazine work. The only exception here is possibly a news photo. If you get an interesting, newsworthy shot on a color print, go ahead and submit it for publication. We can handle it. However, don't go out and shoot your favorite railroad or once-in-a-lifetime trip to catch the Alcos of Elbonia for a feature article on color print film. Get your act together and load up on

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MIKE POHLMAN

NEWSWORTHY PHOTOS *lose their news value quickly, so they need to be submitted promptly. This shot of three new Alaska Railroad SD70M's (4014, 4013 and 4015) westbound on Union Pacific MPRNP-04 at North Platte, Neb., on April 5, 2000, was submitted for the* PHOTO LINE *2000 feature, but makes a much better news photo than feature photo.*

the Kodachrome and Fujichrome!

Universal Truth #2
LATE NEWS IS NO NEWS

News is news only until it's no longer news. Seems obvious enough. It's amazing, however, how many people miss out on getting a news shot published only because they dawdle around and don't send it in until it's old news. Or they don't recognize it as news when they shoot it.

Steve Barry and Walt Lankenau were somewhat amazed to see how many good "news" photos turned up in the PHOTO LINE 2000 feature submissions that would have made it on their own as news photos if they had been sent in while they were still fresh. It's a competitive field out there, and time is of the essence in news reporting.

Bruce Kelly surprised everybody (as well as himself, I suspect) when he got news features in three magazines (the March 2001 R&R, *Trains* and *CTC Board*) in the same month on the final run of the Camas Prairie's Grangeville line last September. Bruce knows how to hustle a story, and he knew he had a good one there. Although no editor wants material that's the same as his competition, Bruce knew enough to send different text and images to each magazine. You never want to send the same photo to more than one magazine at a time.

How did that triple-dip happen? The magazines work independently of each other and don't know what the others are doing (though I've heard rumors that Dale Sanders had a bug planted in Mark Hemphill's brain after one intense pizza and beer session before he left for Waukesha). Bruce had a hot story and made the best of it by getting it in quickly. I can't speak for the other magazines, but Steve tells me that Bruce's feature was the *only* news coverage R&R received of that event, so it wasn't a matter of picking favorites.

Universal Truth #3
WE'RE ALWAYS SEEKING NEW CONTRIBUTORS

Bruce Kelly is a former R&R staffer, but that's not why he got published. If the quality is the same, most editors would prefer to encourage a new contributor and make an effort to get his material into print. But you have to submit *quality* material and hustle, because Bruce and the other "regulars" aren't gonna just give up a nice contributor's check to be nice guys. They get published and paid because they know what the editor wants and when he wants it. ⊂

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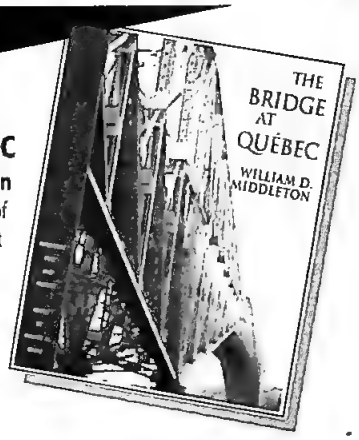

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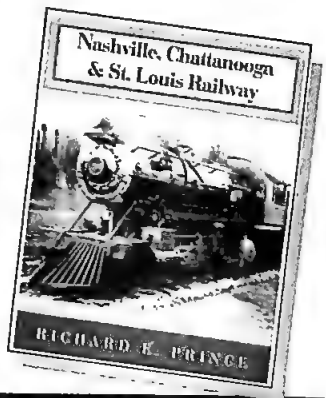

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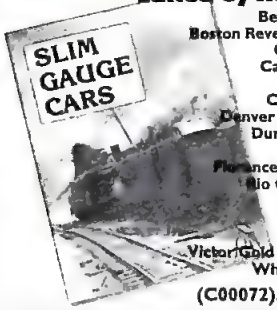

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Transit Currents

Light rail, transit and commuter rail news

Pittsburgh's New

PITTSBURGH IS INVOLVED in a flurry of light rail activity. The Overbrook line is being rebuilt and is scheduled to open in several years. In addition, Port Authority Transit will purchase 28 new light rail cars while overhauling its present 55-car fleet. The contract is with the Spanish company Construcciones y Auxiliar de Ferrocarriles. The U.S. affiliate is the easier to remember CAF USA, Inc. Adtranz, now owned by Bombardier, will build the propulsion control systems for the new cars. CAF will assemble the cars in either Elmira, New York, or Hunt Valley, Maryland. The Adtranz components will probably be built in West Mifflin, Pennsylvania, near Pittsburgh.

An option in the contract with CAF USA, Inc., will permit purchase of an additional 15 cars if PAT expands the rail system to the North Shore and to the David A. Lawrence Convention Center, as has been proposed. Deliveries of the new cars and the rehabilitation of the existing cars is expected to be completed in 2004.

For those of us who can remember when a brand new PCC car cost $32,000, the price of the new equipment will clear out the sinuses. Each car will cost approximately $2.3 million; the overhaul of the 55 existing light rail cars will cost about $1.4 million apiece. Many thanks to correspondent Jim Cerny for the news from Pittsburgh.

A big month for commuter rail

The month of September 2000 saw major expansion of commuter rail service on the Trinity Railway Express between Dallas and Fort Worth, Texas, and the inauguration of *Sounder* commuter rail service in the Puget Sound region. On September 16th, three new stations opened in Tarrant County, Texas, of which Fort Worth is the center. The service will be expanded further in 2001 when two stations, including one in downtown Fort Worth, are opened.

In the Puget Sound region, Sound Transit's new *Sounder* commuter service began running between Tacoma and Seattle on September 18th. The day before, a ribbon cutting ceremony was held at the Auburn station, where guests rode a *Sounder* train to King Street station in Seattle. Regular *Sounder* service offers just two trips during the morning rush hour and two in the afternoon rush hour, taking 55 minutes one way. The service will gradually be expanded as track and signal improvements are made between Tacoma and Seattle on Burlington Northern & Santa Fe track. Within the next three years a second phase of the *Sounder* service will be undertaken — expansion north from Seattle to Everett, and another six miles south from Tacoma to Lakewood, Washington. Only the stations at Auburn, Kent and Puyallup are complete at this time; temporary platforms are used at Tacoma. The Kent station has been available since November 2000; Puyallup came on line in February 2001 and Tukwila will be finished in September.

BART expansion

Here's good news for beleaguered travelers and commuters in the San Francisco Bay area. California's 2001 budget contains $725 million for BART and will be used to extend the system from its present East Bay terminal at Fremont all the way to downtown San Jose. Money is also available for the refurbishment of Balboa Park station in San Francisco, along with a seismic retrofit of some BART property. There will be money in the budget to explore construction of a subway station in San Francisco, as well as another crossing of San Francisco Bay.

When originally built, the lower deck of the Oakland Bay Bridge contained two tracks used by the Key system, the Interurban Electric Railway and the Sacramento Northern. All three lines were eventually abandoned, and the deck occupied by the rail line was turned into a highway. It has been proposed, in the reconstruction of the Oakland Bay Bridge, that the track be replaced on the lower deck. Supporters of replacing the rail on the bridge see it as a means of making better use of the bridge structure and a way to carry more passengers. Thanks to Carl Edd for the news.

Buffalo may expand rail

The Buffalo, New York, light rail line has been "on hold" ever since it was completed, or it may be more accurate to say "when they stopped building." Most observers agree it should have been extended to the main campus of the State University of New York at Buffalo. A study will be conducted over the next year to see whether Metrorail should be expanded. The Niagara Frontier Transportation Authority has been very reluctant to push ahead with expansion because it cannot get the local commitment to pay for the capital project or the operation of additional rail service or expanded bus routes. Surveys say that 80 per cent of the public favors expanding Metrorail to the main campus of SUNY Buffalo. Thanks to George Pricskett for the news.

California provides money for transit

California Governor Grey Davis approved $5.3 billion in transportation projects, including $150 million for new buses in Los Angeles County and $40 million for the Pasadena Blue Line construction project. The money for the Blue Line will pay for landscaping, more crossing gates, and parking and landscaping near stations. John Allen Lee supplied the news.

The *Coaster* at five

Believe it or not, the *Coaster* commuter trains operating north from San Diego to Oceanside have been in service for five years. Some double tracking has been done along the line, particularly at the Solana

by GEORGE M. SMERK

Light Rail Cars

Beach station, and service has been expanded over the years. The *Coaster* carried 1.2 million passengers in its fifth year, for a total of 4.8 million over five years. When the service began, it was hoped that patronage would support 50 trains a week; *Coaster* presently schedules 98 trains a week carrying about 5000 commuters, or about four per cent of the traffic on the Interstate 5 corridor. Thanks to Ed Von Nordeck for the information.

Grand Canyon transit

The National Park Service plans to make major investments in public transit serving the Grand Canyon National Park. A $160 million, six-mile light rail line is proposed to connect Mather Point on the south rim of the canyon with Tusayan, a community just outside the park. The purpose is to keep automobiles away, reducing noise and air pollution near the canyon rim. The master plan for the park calls for about 40 miles of rail and shuttle bus lines to be in place by early 2004. Questions have been raised about the economic propriety of the investment. Thanks to Sal R. Corvo for the information.

Changes on South Shore Line

The board of trustees of the Northern Indiana Commuter Transportation District voted on June 23, 2000, to completely replace the aging former South Shore catenary system. The overhead wire has essentially the same design as when it was built in 1908. The signal system, which was updated in the 1920s, also needs to be modernized.

Money problems in Portland

The Interstate Avenue line in Portland, Oregon, is what used to be called the South/North line, an extension of Portland's popular MAX light rail service (in case you wonder what MAX stands for, it is *M*etropolitan *A*rea EXpress). The original request for $40 million in federal money was cut by Congress to $5 million. The money was to be used in connection with the $350 million project that is proposed to join the southeast part of the City of Roses to North Portland. In the long run, it is hoped that this will be a link to Vancouver, Washington, on the north side of the Columbia River.

There may be a vision problem in Portland, which is hard to believe. The Willamette Valley is served by the Portland/Lake Oswego historic line operated by the Oregon Electric Railway Historical Society. Doubts about the future of the line betray the title of leadership. The trolley parallels ultra-congested Highway 43 and could possibly become an extension of the MAX light rail system or, perhaps, a commuter rail line. Clearly, the erstwhile Southern Pacific line should be preserved.

The downtown streetcar project in Portland has spurred the city council to consider a new taxing district embracing the half-mile extension of the downtown streetcar. Property owners in the district would be taxed to provide funds to extend the trolley line east on Southwest Market Street to 5th Avenue, then south on Montgomery. At this point, the rails would turn east for one block to a stub-end turn around. Trolleys heading back to downtown Portland will operate through the new Portland State University Urban Studies Center, and then run along Mill Street through the university campus to Southwest 10th Avenue, where they will rejoin the original alignment. Thanks to Douglas I. Duncan for the news.

Parking problems on L.A. rail lines

It didn't take a full month before the new Red Line running from Hollywood and Highland through Universal City to North Hollywood ran into a parking problem. There isn't any. More correctly, parking disappears by 10:00 a.m. There is very good news, though; total rail ridership at the end of June showed average daily boardings of over 210,000 including an average of about 120,000 on the Red Line and additional ridership on the other lines in Los Angeles.

In addition to expanding existing parking, the MTA has also launched a new express bus service called the Metro Rapid on Ventura Boulevard, interchanging with the Red Line at the new Universal City station. The express buses are very well patronized and help alleviate the parking deficiencies. John Allen Lee was kind enough to supply the information.

Red cars on the Blue Line

In honor of the tenth anniversary of the Blue Line between downtown Los Angeles and Long Beach on July 20, 2000, two cars were painted in Pacific Electric colors, including the Pacific Electric logotype. The cars were also equipped with E-flat whistles, the tone Pacific Electric used on its cars. The Blue Line is built on the right-of-way of the old Pacific Electric Long Beach line. Thanks to John Allen Lee for the information.

Pasadena Blue Line

Here is some basic information on the Pasadena Blue Line, now under construction by the Pasadena Metro Blue Line Construction Authority. The line is scheduled for completion in 2003. The 13.6-mile light rail line from Union Station in downtown Los Angeles to East Pasadena will be built and operated with funds from state and local government on a 50-50 basis, with no federal

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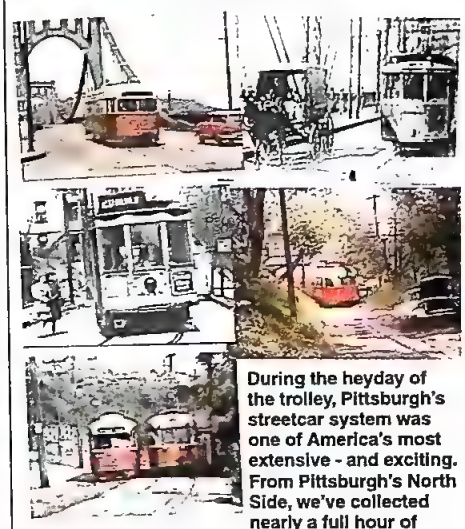

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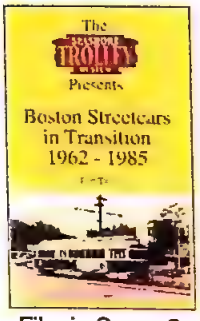

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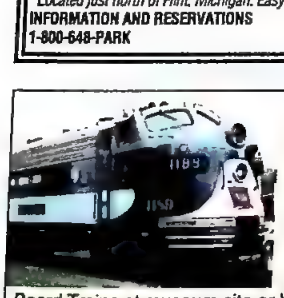

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funds. The light rail line will collect its current from overhead wires 14 feet to 18 feet above the standard gauge track. High level platforms will be used, and each train will be made up of three 90-foot cars, each holding 215 passengers including standees, for a total train capacity of 645. Headways will be eight to ten minutes during rush hour, and every 15 minutes otherwise. Service is likely to be expanded, because an environmental impact report has been approved for the route all the way to Claremont. John Allen Lee supplied the information.

Schuylkill Valley Metrorail

The proposed 62-mile Schuylkill Valley Metrorail service some day is expected to link Philadelphia to Reading, Pennsylvania. The $1.4 billion project has been approved by the boards of directors of the Southeastern Pennsylvania Transportation Authority (SEPTA) and the Berks Area Reading Transportation Authority (BARTA). The line is expected to carry 50,000 passengers on an average weekday. Construction will begin in 2003 and the line will be open for revenue service in 2007. Now comes the hard part — obtaining 80 per cent funding from the Federal Transit Administration. Good luck, folks, as 80 per cent Federal capital share is very difficult to obtain. Many thanks to Carl Edd for the information.

St. Louis Light Rail eastern extension

The eastward extension of the highly successful St. Louis MetroLink into Illinois is called Saint Claire MetroLink, and by last summer was about 90 per cent complete. To serve the St. Claire extension and provide more capacity on the existing the line, new light rail cars are coming. Indeed, some new equipment is already being moved to the Illinois maintenance facility to be in place when the new line opens. The Bi-State Development Agency is hard at work putting together a feeder bus network that will link to the new light rail line. More capacity is needed, and ten new a.c. propulsion Siemens light rail vehicles are in service. These 2000-series cars were purchased to supplement the 31 original 1000-series light rail cars. There are also new 3000-series light rail vehicles, which will total 20 when all are delivered.

As readers will recall, MetroLink's eastern extension was initially proposed to run beyond Belleville all the way to Mid America airport. Hope for federal support was quashed a few years ago because there are no commercial flights operating out of Mid America airport, hence there's no reason for rail service. This situation is changing; the new Pan Am provides service from St. Louis MidAmerica airport to several destinations. Pan Am also serves the Gary airport in the Chicago area, which is close by the South Shore Line's Clark Road station in Gary. To serve passengers wishing to go to and from downtown Chicago, shuttle buses operate between the Clark Road station and the Gary airport. If Pan Am's new services are popular and more flights are offered, the two airports may take pressure off Lambert in St. Louis and O'Hare and Midway in Chicago. With healthy air traffic out of MidAmerica airport, the St. Claire light rail project might very well be extended to the airport. Don Scott was kind enough to send the above news.

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• DINNER TRAIN GUIDE: If your summer plans include visiting railroad attractions across the United States and Canada, you won't want to miss Jim Porterfield's ON THE MENU Dinner Train Guide. From Napa Valley to Cape Cod, find out where to eat a five-course meal while riding behind vintage diesels or steam. Last year's guide included 81 dinner train operations, and this year's guide will reflect new and updated details on all of them. If you're heading for British Columbia or Florida, Maine or California, you'll want to take this special eight-page pull-out along.

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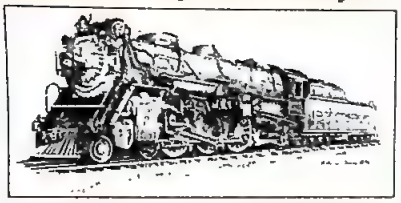

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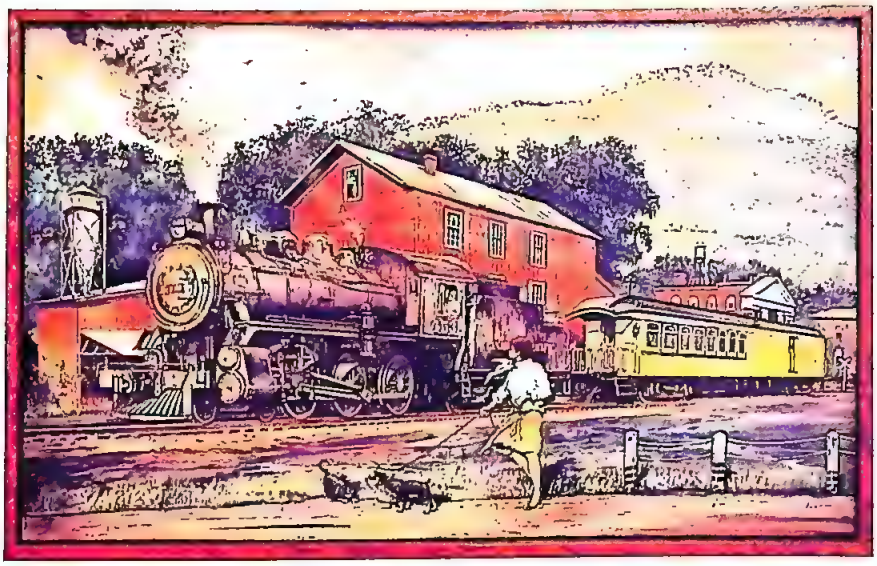
Editorial commentary

O. Winston Link, the man



A BIG PART of the Link character was the fact that Winston *was* a character. Each and every reader should have had a chance to meet him. He had a lovable, crusty wit with a rabid sense of humor, and he really enjoyed people. And he had a laugh that was loud and contagious. His guffaws could be heard anywhere, at any time. Tom Garver recalls that Winston had an "incredible sense of the outrageous."

I first met Winston in the mid-1980s at the Whippany Railway Museum with his wife, Conchita. I had great respect for his N&W work, but I was not aware of his celebrity. After I went to work at RAILFAN in 1987, he and I would talk often, since he was a regular advertiser. And I recall being very impressed when Winston and Conchita ran into Jim Boyd and I at Christiansburg Tunnel waiting for the Class A 2-6-6-4 1218 and Class J 4-8-4 611 during the 1987 NRHS Convention. It was a brief encounter, and Link commented on his trips to the same spot to see the same engines 30 years earlier. Winston was the guest speaker at the banquet that night, and while I wasn't there, every account I've heard made it sound like it was his finest hour. He gave an amusing and informative talk and slide show that wowed the crowd. What a treat it would be to learn that his performance was recorded somewhere. He was also sharp in 1990 while the BBC was in the U.S. filming the documentary *Trains That Passed in the Night*, and much of that comes through in the tape, which is still available.

Winston loved to ride the rails. One bright spot in his final year occurred in June 2000, thanks to the hospitality of the Railroad Museum of New England, its Naugatuck Railroad, and the group's then-president and Link fan, Howard Pincus. Ted Benson, Greg McDonnell, and their wives were in the New York City area, and we had planned to take Winston out to dinner. Pincus offered us the use of the Naugy's 1897-built B&O business car on the rear of the regular Saturday wine train. With a full complement of stewards and B&O china, our party was treated to a wonderful experience right out of the 1920s. Winston seemed to be in his glory, riding out on the platform on smooth jointed rail watching the scenery go by. It turned out to be his last ride.

At the viewing I met Winston's son, Conway Link. He and I had talked over the phone before, but it was a real treat to meet him in person. A teacher at Louisiana State University, Conway is tall and slender, very intelligent and articulate, with many of Winston's mannerisms. What I remember most about our first meeting occurred while we were sharing Winston's stories: Conway suddenly let out a robust, head-turning laugh, just like his father. It was wonderful!

— *MIKE DEL VECCHIO*

A special painting

O. Winston Link loved big steam and small towns, so much so that in 1960 he purchased a D4g class Ten-Wheeler from Canadian Pacific, a 63-inch drivered, 1914-built 4-6-0 numbered 453. About the same time, he also purchased a wood-bodied combine from the Rutland, which he restored inside and out on the Rahway Valley Railroad in the 1970s. He worked on

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Going to bed at 12:18 a.m. the night before a steam excursion, and setting the alarm for 6:11 a.m.

BOB EISTHEN

the 4-6-0 throughout the 1960s and 1970s, and saved enough money to contract with Rome Locomotive Works to do the final restoration in 1990. He wanted more than anything to see the 453 in steam, and to ride behind it in his luxurious combination car. While the 453 was at Rome, his personal life started to unravel. Meanwhile, vandals broke into the combine, doing superficial damage.

While visiting Winston in June with Ted Benson, he showed us a recent addition. Proudly displayed under spotlights on a credenza in the living room was a painting by Michael Flannigan, whose book *Stations* got rave reviews in the national media. The painting was beautiful, and it contained the elements Winston loved most: his 453 and combine in a small-town setting (**opposite**). The lady is his long-time friend Joan Thomas, and that's her schnauzer, Alice. Winston loved dogs, but Joan says that he and Alice didn't always get along. She recalled the day when she and Winston were out driving and passed through Eagle Rock, Virginia. Winston began taking all kinds of pictures of the buildings near the tracks. Eagle Rock is on the C&O main line via Lynchburg at the junction of the Craig Valley Branch, about 20 miles due north of Roanoke.

My immediate reaction to the painting hit both ends of the scale. I know how much restoring his equipment meant to Winston, so I was disappointed that his 4-6-0 and combine could only achieve life on canvas. But I was also thrilled that the painting was so lovely that it brought the equipment to life and brought Winston such great pride and joy.— *MIKE DEL VECCHIO.*

Photographing the Black Hills Central

With its winding route and beautiful scenery, the Black Hills Central is one of my favorite steam roads to photograph. With up to five runs a day in mid-summer, you can easily shoot at more than a dozen different locations in a single afternoon. Most of the line is paralleled by Old Hill City Road (County Route 323) for the ten miles to downtown Keystone. The road is paved and relatively uncrowded, even on summer weekends.

Old Hill City Road begins just east of the railroad yard, off Highway 16 in downtown Hill City. Cross the tracks and follow the road out of town, and you'll be treated to impressive photos of the train below you as it begins its climb up Tin Mill Hill (the grade swings away from the road at this point). Continue uphill for nearly a mile, and you'll encounter the tracks again at a grade crossing near the top of the hill at a scenic spot with impressive views of the train coming upgrade. A favorite spot is the rock cut east of the crossing, which has been a classic since narrow-gauge days.

After cresting Tin Mill Hill, Old Hill City Road shifts away from the tracks, joining them again at Palmer Gulch, where there are several good photo spots, including a small trestle and several private grade crossings. Note that the broad valley just before the climb to Oblivion is a great location to catch trains returning from Keystone, but Oblivion itself is not readily accessible and will require a hike to reach. To get there, follow Old Hill City Road to Twin Springs Road (County Route 322), and follow Twin Springs to the railroad tracks. Park at the grade crossing and walk the trail next to the right-of-way uphill to Oblivion — about a half-mile. The old narrow-gauge wye is still intact, and includes a unique three-way stub switch from the EBT. Also at Oblivion are remnants of the "Orphan Train" movie set, including a three-sided replica depot and a former NP caboose.

Beyond Oblivion, the tracks curve and head downgrade through a broad, scenic valley overlooking the Black Hills. Old Hill City Road crosses the tracks at Milepost 6, and there is plenty of room to pull over and photograph trains in either direction. A short walk up a dirt road will give you an overhead view of westbound trains as they begin the steep climb towards Oblivion.

The lush valley beyond Milepost 6 quickly turns into a steep canyon approaching Keystone. Old Hill City Road follows the line closely, and there are several side roads where you can pull off and shoot the train. Some of the best

JEFF TERRY

***THE FIREMAN** sands the flues as No.104 bites into the 4% grade to Oblivion at Milepost 6 out of Keystone, South Dakota. The train is made up of classic wooden former Oregon Electric interurban cars, whose construction mimics that of contemporary steam road day coaches.*

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locations are [illegible] Camp Judson and Echo Valley Camp deep in the canyon. There are many grade crossings, but only a handful have room for parking. The area known as "Indian Rocks" is also good, particularly for photographing trains laboring upgrade, as the rocks form a perfect backdrop behind the train.

The best way to learn where the photo spots are located is, of course, to buy a ticket and ride first. You won't be disappointed — it's a great ride. For those short on time, a ride on the train will be the only way to see what remains at Oblivion, and riding is the only way to truly experience the six per cent grades of Tin Mill Hill.

Incidentally, No.104 was usually regarded as the regular locomotive, but No.7 is operated from time to time, usually one week out of the month. This season, Mallet No.110 will handle the weekday trains when the coaches are full to capacity.

Take care of yourself, too. The Black Hills are very much like the Rocky Mountains — the weather changes constantly. Bring appropriate dress for cold weather, even during the summer, and pack your rain gear. Most important, bring plenty of film, as Kodachrome is non-existent in Hill City.
— *JEFF TERRY*

A final word on O. Winston Link

RAILFAN has a small part in the Link legacy. The last time Winston choreographed asynchronized night photo of a moving train for pay was a shot on the Lehigh & Hudson River for RAILFAN'S Fall 1976 issue.

Steve

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A

A&R Productions 14
Anchor Videos 24
Art Station 58

B

B.R.M.N.A. 24
Barnard, Roberts & Co. 12,24
Black Hills Central Railroad 56
Blubonnet Inn Bed & Breakfast 56
Book Depot 48,49
Bytown Railway Society 12

C

D. Carlton Railbooks 11
Carstens Publications 24,53,54,58
Catenary Video Productions 59
Central Electric Railfans' Association 23
Challenge Products 19
Chicago & Northwestern Historical Society 59
Conway Scenic Railroad 56
Colorado Railroad Museum 50
Crossroads Village & Huckleberry Railroad 56

D

DPA-LTA Enterprises 22,25
Danbury Railway Museum 21
Daylight Images 58
The Depot Attic 25
George H. Drury 11

E

Electro Video 52
Erie Lackawanna Historical Society 22

F

Four Ways West Publications 16

G

Golden Spike Enterprises 18
Grand Scales Quarterly 18
Green Frog Productions ....Cover IV

H

Herron Rail Services 20
Hi-Iron Railroad Videos 54
Highball Productions 13

I

Illinios Railway Museum 56
Indiana University Press 53

J

Just Trains 50

L

LMT Video 16
Carleton F. Loucks 25

M

Manitou & Pike's Peak Railway 56
Mark I Video 10
Edgar T. Mead 25
Morning Sun Books 10
Mt. Rainier Scenic Railroad 14
Mountain State Railroad and Logging Historical Association 58
Multipower International, Inc. 22
Museum & Tourist Line Directory 56

N

Napa Valley Wine Train 56
National Railway Historical Society 51

P

Penn State University Press 23
Plets Express 59

R

Rail Travel Center 11
Railcom 16
Railfan & Railroad 60
Railroad Avenue Enterprises 17
Railroad Explorer 52
Railroad Research Publications 18
Rails 'N' Shafts 15
Railway And Locomotive Historical Society 54
Raritan Bay Hobbies 19
Roaring Camp Railroads 56
Ben Rohrbeck 54
Ron's Books ....Cover III

S

Sandy River & Rangeley Lakes Railroad 52
Schrader Enterprises 11
Seashore Trolley Museum 55
Al Staufer 18

T

TLC Publishing 5
Three Rivers Rambler 56
Trackside Prints 13
Trackside Video 21
Trainfans.com ....Cover II
TrainWeb 53
Trains Unlimited, Tours 14
Transit Gloria Mundi 55
Tunnel Inn 56

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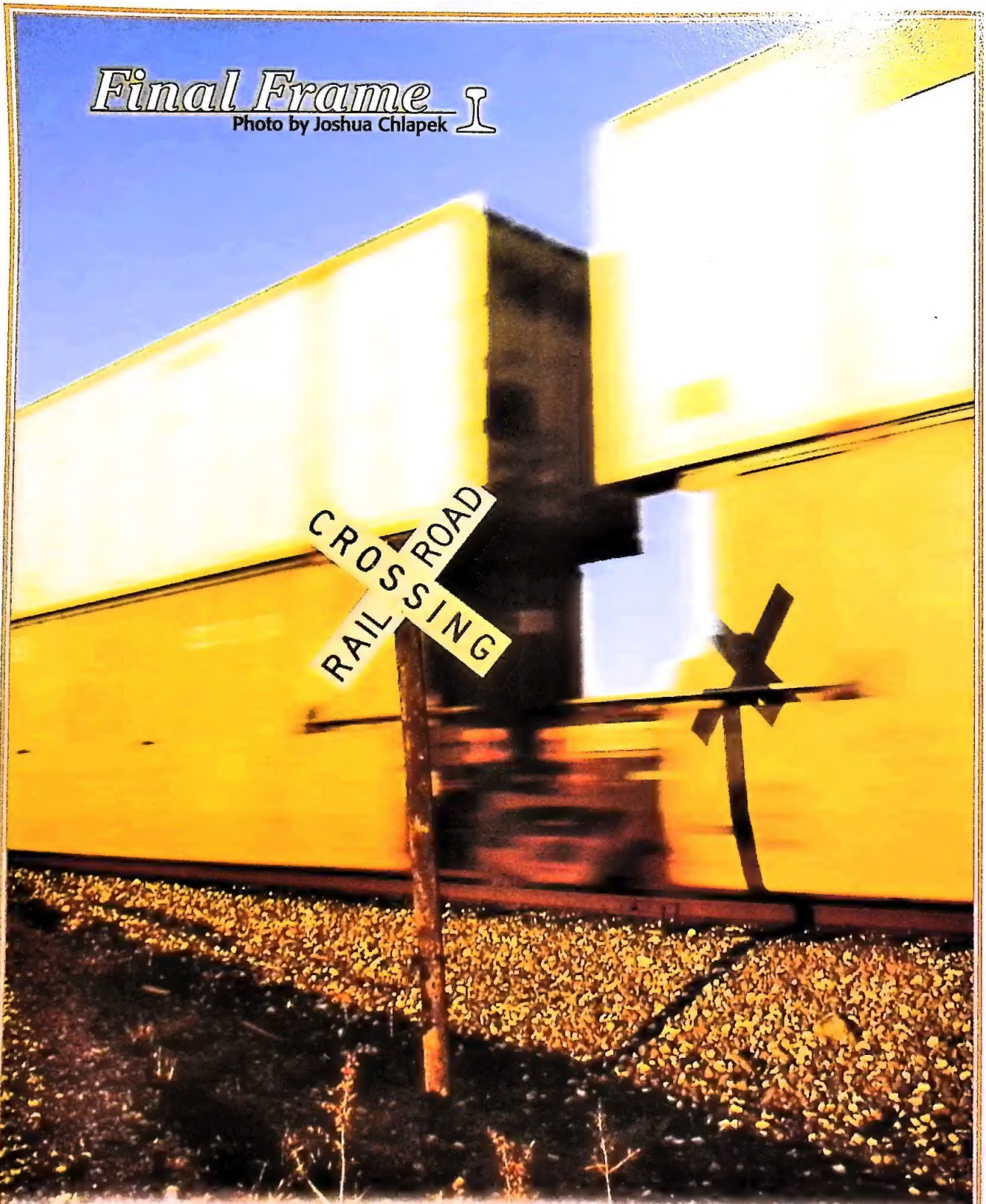

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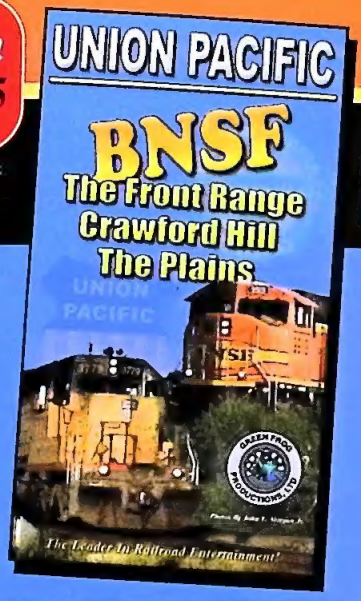

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